

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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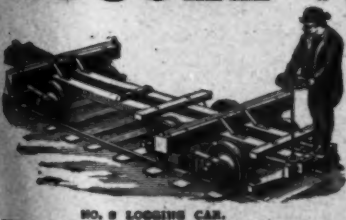


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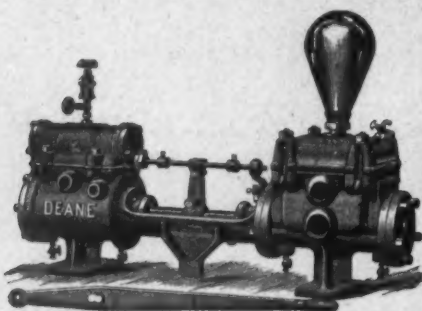
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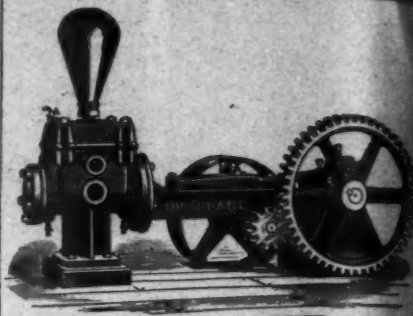
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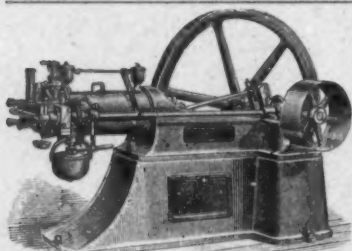
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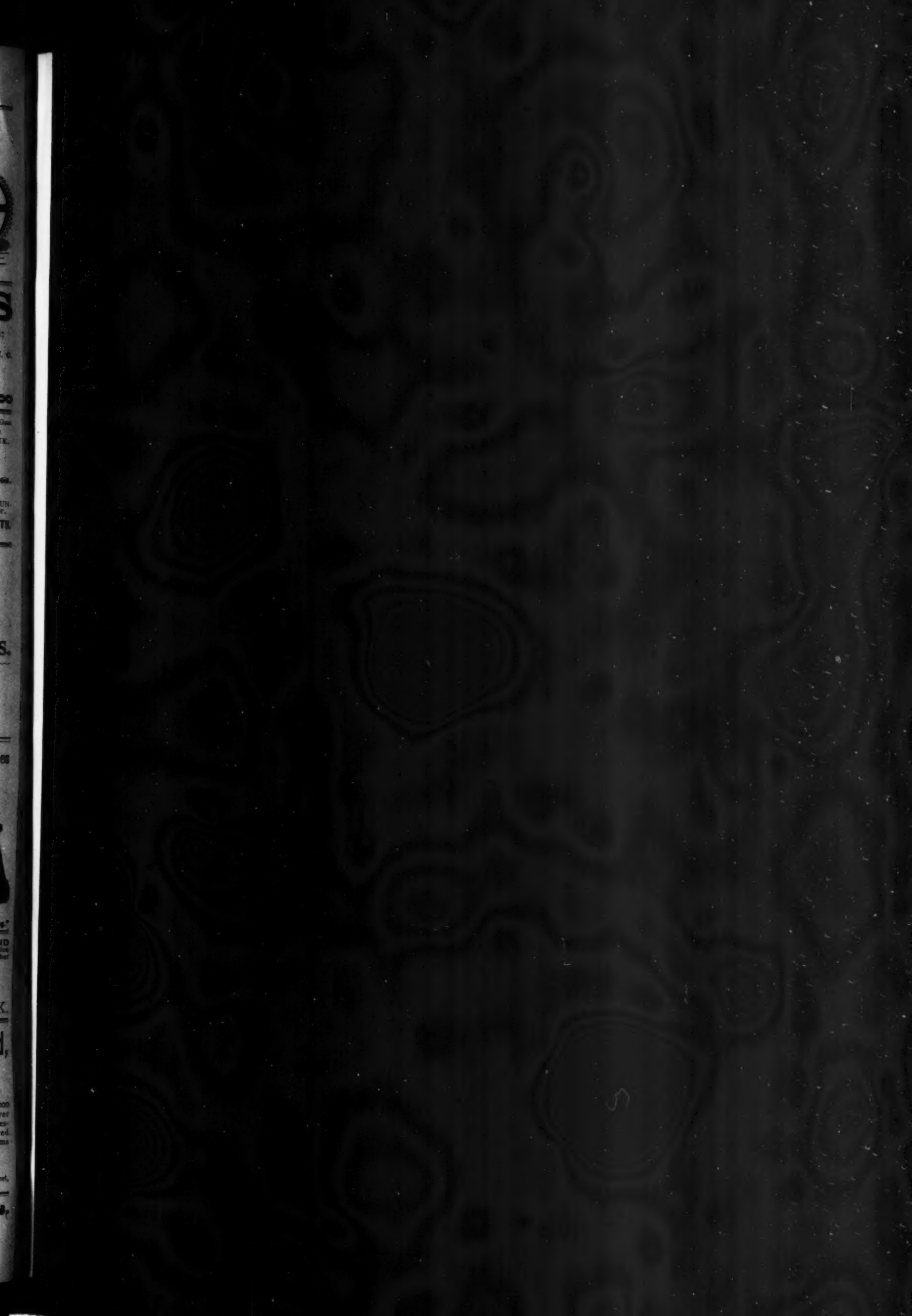
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A Southern Industrial, Railroad and Financial Newspaper.

VOL. XVII. No. 13.
WEEKLY.

BALTIMORE, MAY 3, 1890.

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Manufacturers' Record.

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BALTIMORE, MAY 3, 1890.

At Grand Island, Nebraska, a plant for the production of beet sugar is nearing completion, that when finished will have cost half a million dollars. The machinery for this establishment, which was made in Hamburg, Germany, has arrived at New Orleans and will be at once forwarded to its destination, together with fifty tons of beet seed, brought from the same place, that are to be distributed among the Nebraska farmers. The beet sugar industry is no new thing. It has been proved profitable to manufacturers and to agriculturists in Europe, in California and elsewhere—wherever the sweet yam grows, in temperate and semi-tropical countries, the sugar-bearing beet will thrive. In this product may be found a new field for the enterprise of Southern farmers and Southern capitalists.

THERE are few men in North Carolina more worthy of their popularity in that State than Hon. Sidney B. Alexander, of Mecklenburg county, a wealthy farmer, a courteous gentleman, and a large-hearted, clear-headed man. Senator Alexander has recently written about the colored exodus from that State. He sums up his opinions in these words: "The negro farm labor is the 'cotton labor' of the South, and they will go into the Gulf States for two reasons. 1. They can get greater returns for their labor. 2. They are a clannish race and feel safest where their race is in greatest numbers." Senator Alex-

ander also predicts that North Carolina will be numbered among the great manufacturing States, and that her agriculture will conform to this condition.

Seventy Million Dollars.

In round numbers, \$70,000,000, in actual figures, \$69,057,286, have been the sum of the increase of exports from 18 Southern ports for the nine months ending March 31st, 1890, as compared with the same period last year. The figures given in the following table are compiled from the report issued by the Bureau of Statistics of the Treasury Department on the 19th of this month. It is noteworthy that these figures include only the value of exports from these various points that went by water, for there is no provision of law for collecting the statistics of exports to adjacent foreign territory by railroad cars and other vehicles:

VALUE OF EXPORTS OF MERCHANDISE FOR THE
NINE MONTHS ENDING MARCH 31, 1890
AND 1889

	1890.	1889.
Baltimore, Md.....	\$ 55,531,204	\$ 39,223,398
Beaufort, S. C.....	784,537	496,371
Brasos De Santiago, Tex..	571,216	584,242
Brunswick, Ga.....	7,252,694	5,203,902
Charleston, S. C.....	13,323,695	12,796,913
Corpus Christi, Texas....	2,283,104	1,576,791
Fernandina, Fla.....	233,105	108,371
Galveston, Texas.....	23,839,008	15,222,077
Key West, Fla.....	303,919	395,351
Mobile, Ala.....	3,047,366	2,933,534
New Orleans, La.....	97,351,113	70,888,603
Newport News, Va.....	4,892,604	5,484,539
Norfolk, Va.....	13,199,678	13,270,993
Pensacola, Fla.....	2,409,269	2,142,911
Richmond, Va.....	8,681,828	8,136,628
Saluria, Texas.....	1,161,677	1,198,682
Savannah, Ga.....	29,107,845	16,304,409
Wilmington, N. C.....	6,628,544	5,449,535
Total.....	\$270,604,536	\$201,547,250

It will be seen that but four of the eighteen ports named have fallen behind their exports of last year, while fourteen have increased them. But, aside from the shortage of those four ports, which was due to ephemeral rather than to permanent causes, the actual increase of the export trade by water is a gain for the nine months of 1889-90 over the record of the corresponding period of 1888-1889 of 34 plus per cent., an enormous gain that is simply significant of the progress in development of the entire South. Were there laws that provided for an equally careful compilation of the statistics of our interstate commerce there is no question but that they would show an equally great volume of outgoing trade from the Southern to the other States and Territories of the Union.

The South's Opportunity.

An international exhibition is to be held in London the coming summer that will be unique. The Crystal Palace, at Sydenham, will be the place. The scope will cover all ores, all metals, all machines, and all appliances used in mining, in reducing and in smelting. The prospectus says:

"An international exhibition of mining and metallurgy on an extensive scale will take place in London during the summer of 1890, and arrangements have been made with the Crystal Palace Co. whereby the exhibition will be held at the Crystal Palace, Sydenham. The scope of the exhibition will be sufficiently wide to enable a most valuable and interesting display to be made.

Immense advances have of late years taken place in mining and metallurgical practice, and no wholly suitable opportunity has presented itself, or been taken advantage of, for adequately illustrating the degree of progress which has been attained. This remark especially applies to metalliferous mining, and to the economical treatment of refractory ores, for the recovery of precious metals. Moreover, it will be readily admitted that at no previous period has mining assumed such a degree of importance, whether it be regarded as an industry, a profession, or a vehicle for speculation and investment. A little consideration will suffice to emphasize the impression, which will doubtless have occurred to many, that an international exhibition of mining and metallurgy, conducted on a sound and independent basis, is not only eminently desirable, but is admirably calculated to promote the best interests of legitimate mining and scientific metallurgy.

The space available for the purposes of the exhibition will admit of an extensive and representative display of articles embraced within the scope of this prospectus being brought together in one comprehensive collection. Every effort will be made to render the exhibition of real

practical and educative service to those professionally engaged in the various branches of the mining and metallurgical industries, as well as to the general public, amongst whom so much uncertain knowledge exists regarding them. It is also believed that the 'locale' of the exhibition will prove a happy one. The distinctive features of the exhibition will be continually supplemented by the varied round of attractions for which the Crystal Palace has obtained a world-wide celebrity, while the natural beauty and the picturesque surroundings of the unique structure render it amongst the most delightful of summer resorts within easy access of the metropolis.

The classification and disposition of the exhibits will receive careful attention in order to facilitate their inspection by the public. Collections of mineral specimens, cases and samples of manufactured articles, samples of ores and minerals in bulk, models, machinery and mechanical appliances of a light character, maps and plans, &c., will be placed in the corridors and galleries devoted to the purposes of the exhibition, and the heavier machinery in motion and the heavy exhibits generally will be located in the spacious basement and in the annex to be specially erected for their accommodation at the north end of the palace. Steam and gas engine power will be supplied to exhibitors requiring them at moderate rates, based on the amount of power required and on the position and individual exigencies of each exhibit."

We have seen in some of our exchanges that it is proposed to hold a Southern Exposition in Boston in the fall of 1891, and that "it is intended to embrace all the undeveloped resources of the South, and also to display the results of the skill and energy of the people." The same notice says that "Southern people promise to expend from \$2,000,000 to \$5,000,000 on this exposition." This last statement leads us to doubt whether the first has any real backing, for it is preposterous to suppose that the South will make any expen-

diture at all approximate to that which has been credited to it.

But, granted that the South consents to put up ten per cent. of the larger sum named in other words, half a million dollars would it not be better to expend one-half that sum in sending exhibits to this London exhibition, which is to open next July and to close on the 30th of September, and to reserve the remaining \$250,000 to be used as a part of the cost of exhibiting to the people of the United States, and to our visitors from abroad, its splendid natural resources at the World's Fair in Chicago in 1893? It seems to us that the plan thus briefly suggested would do much more to advance Southern interests of every kind than would an expensive exhibit in Boston in 1891.

The fact that the London exhibition of this year is guaranteed by gentlemen of the highest character and of great wealth, who are directly interested in all that relates to mining and metallurgy, not only in Great Britain, but throughout the world, is an assurance that it will be attended and carefully studied by the capitalists of Great Britain and of Europe. Many of these are already large investors in American enterprises, and they naturally would exert every influence they could command to call attention to the mineral resources of the South.

We shall again call attention to this important matter. We are assured that exhibits from the South will be gladly received, and that they will be located where they can be displayed to the greatest advantage.

All who wish to learn more definitely about this enterprise, and the cost of making an exhibit, should address, without delay, Geo. A. Ferguson, Esq., Hon. Secretary, 18 Finch Lane, E. C., London, Eng.

Two more "bucket shops," with their satellite offices, have "gone by the board." One, in a Pennsylvania city, which styled itself a "commission company," had a capital stock of only \$10,000, but it did a business of \$500,000 annually, and when it suspended last Saturday it had liabilities "estimated at \$150,000." This company "had special wire connections with New York, Chicago and the principal towns of Pennsylvania." The other, a New York firm, was, according to the Associated Press, "one of the largest bucket-shops in existence, with branches all over the country." One of the partners was in Europe, the other out of town, according to the same authority. So they go! When will the people lured into these gambling establishments learn that they are organized solely to fleece the innocent and unsuspecting?

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$4.00 a year.

Pull All Together.

The evil results of local jealousies is well portrayed in the Manufacturers' Gazette, of Boston. That paper, after reciting the harmony in co-operation of the people of the new towns of the South and of the grand success that attends their works, proceeds as follows:

How different the methods and results in the well-established communities of New England. As an illustration, a thrifty manufacturing town, with a fifty years' history of success and prosperity, seeks to encourage new industries, to develop latent resources, to improve local condition, to stimulate growth, to increase wealth, population and comfort. A few enterprising citizens organize a committee or a board of trade, solicit contributions to advertise the advantages of the town, attempt to aid new enterprises, to create new demand for real estate. How are they met? By unanimous co-operation of all the capitalists, all the real estate owners, all the citizens of the place? Not often. More frequently the town divides up into petty factions, local jealousies develop, selfishness crops out, rival leaders disagree, numerous conflicting plans are proposed, resulting in chaos, failure, disappointment and bad blood.

What might be victory proves defeat; what might be development proves a setback; what might secure new population, new wealth, new brain, new muscle, proves ineffectual, and largely from the fact that the citizens do not work together. If any coolness exists between members of any society or organization, ice water is the result, and the flame of enthusiasm is extinguished.

Because Mr. A or Mr. B comes to the front and is active in the good work of development, is no good reason why Mr. C or Mr. D should hold back and condemn the plan and method. It is difficult to harmonize conflicting interests, yet without harmony the work must suffer, the new enterprise must be postponed, the projected mill or shop remain unbuilt. Because Squire Jones's vacant land is going to be advanced in value through some public improvement more than Lawyer Smith's five-acre lot is poor reason for the abandonment of a wise scheme of development. It is ever thus in the race for wealth. All cannot occupy front seats. All cannot be officers. But one man can be the smartest or richest in town. However, one man cannot monopolize all the good things of life, though for a while he may seem to enjoy more than his share. There is room enough and opportunity enough for all.

To secure proper appreciation of our New England towns, to reach the highest development, to utilize apparent resources, to create new enterprises, the citizens must sink local jealousies, wipe out social distinctions, bury selfish scheming, forget slight disappointments, and all work together harmoniously for the common good. Run your shop or mill or factory on your own plan if you please, but when you meet with your fellow-members of the board of trade sink the shop for an hour and become a public-spirited citizen, ready to put your shoulder to the wheel and to advance the car of progress. Give the community in which you live part of your thought and heart and wealth. Show the world that your town is an example of enterprise, progress, thrift and public spirit. Show the world that your town is a good place in which to do business and to make a home, a place free from local jealousies and overflowing with welcome and encouragement for active, intelligent and enterprising citizens.

Change the scene from New England to the South, and these truths

apply to many more of its older cities than the MANUFACTURERS' RECORD cares to name. There is not one of them that might not advance with steady and rapid strides on the high road to prosperity if all its citizens were to give heed to and act upon this excellent advice.

HARDWARE, a new and excellent trade journal published in New York city, says editorially concerning the growth of business in the South as follows:

The great industrial development of the South does not imply, necessarily, that established industries in other sections are to be driven out of the field. Perhaps some iron works in New England have been closed in consequence of the cheaper conditions of iron manufacture in Alabama, and now and then a hardware plant changes its location from a Northern to a Southern State, to the detriment of the wage-earning class of the former. But, in general, the opening of a new enterprise in the South means an addition to the total number in the country, and in the end it will be found that there is room for all. The truth is that the South has only begun of late to develop wants which have long existed in the North and East, and the prompt supplying of these wants is beyond the capacity of the older manufactories. It is only natural that the hardware and other plants needed for filling these new demands should be located in the section from which the demands come. Such an arrangement contributes to the growth of the wealth of that section, and, instead of injuring other sections, at least benefits them indirectly to the extent that the whole country is benefited by the prosperity of any part of it.

In explanation of what is said of the growth of new wants in the South it must be remembered that the two great sections of the country were long separated by diverse social conditions, which prevented the ready introduction in the South of many products of "Yankee" inventive skill. Then followed a period of prostration resulting from the war, during which many comforts and conveniences of life were beyond the reach of the Southern people. It thus happened that during the period of the greatest improvement in hardware its use in a large section of country was limited to the barest necessities of the people. Now that the unfortunate consequences of the war have been recovered from, the people of the States which suffered most are determined to place themselves upon a level, industrially and commercially, with their most fortunate sister States, the result being a demand for iron and steel and all the manufactures thereof which has been unprecedented in the history of any part of the world.

There can be no reason, in any quarter, for deploring the development of manufactures south of the Potomac and of the Ohio. So far as hardware is concerned, it will broaden the field of the dealers, and for many years, at least, the hardware makers now in business will find their new competitors in the South unable to supply the whole trade in that section.

THE Business Men's Union, of Minneapolis, is preparing to encourage the cultivation of flax in Minnesota. The Commercial Bulletin of that city has some statistics on the subject which are reproduced in this issue for the information of our Southern readers. Flax ought to be a paying Southern crop.

Valuable Information Ready.

The act of Congress creating the Department of Labor required, among other things, that the commissioner should ascertain the cost of producing articles, at the time dutiable in the United States, in leading countries where such articles are produced, by fully specified units of production, and under a classification showing the different elements of cost of such articles of production, including the wages paid in such industries. Hon. Carroll D. Wright, commissioner, has had this work in progress more than a year, and will soon send to Congress his first report on this subject. A special to the New York Commercial Bulletin says:

Commissioner Wright has been successful beyond his expectations in gathering data both at home and abroad. The manufacturers have generally been ready to throw open their books without restriction to his agents upon the assurance that the name of the establishment furnishing data would not be disclosed in the report. In the iron and steel industry alone he has reports from nearly 250 establishments besides the coke and ore establishments. The French, German and English manufacturers were visited by special agents of the department, and showed themselves very willing to furnish information.

The data which Commissioner Wright will present has never been presented in any official report in any country. It will undertake to give with precision not only the elements of cost in the production of an article, but the efficiency of labor in different countries and in different lines of industry, and the relations between efficiency, wages and manner of living. The labor will be reduced to the hour basis, and it will be possible to determine, by an examination of the tables, the precise relation between wages in the United States and European countries, and the relation between the work performed in each country for those wages. The cost of management, the cost of repairs, the interest on invested capital, will all be set forth with a fullness which will admit of the most searching comparisons. Where a product is composed of more than one material, each of the raw materials will be followed to its source and the cost of producing it set forth. The report on iron and steel will be sent to Congress within a few weeks, and those on cotton and wool and other manufactured products will follow soon after.

These facts will be of use from a theoretical standpoint and in tariff and industrial discussions. They are so full and precise that they are likely to have a still further use for the practical business man. By comparing the statements for different establishments he can learn what others in his line of business are spending for the different elements which enter into their products and can correct his own methods by the study of those of others. The hours of labor, the wages paid, the cost of raw material, the cost of subsidiary materials, the cost of management, will all be set forth and can be studied by the intelligent business man.

The law also requires that these reports shall be made whenever industrial changes shall make it essential; consequently, this work, like that of the compilers of encyclopedias, will be unceasing. If the work be well done—and Commissioner Wright has never failed in thoroughness—the forthcoming and all following reports will be of great intrinsic value.

A Grand Future for Sequachee

Much space is given in this issue to letters relative to the great development movement in the Sequachee valley of Eastern Tennessee, the region in which the late Judge Kelley, of Pennsylvania, first conceived the thought which he afterwards epitomized in his now famous phrase, "the South is the coming El Dorado of American adventure."

Two correspondents tell of what Rockwood and Cardiff are and are to be. Two others speak of the prospective manufacturing towns of Kimball and Kelletown. All agree as to the wonderfully rich resources of the triangle whose geography is graphically delineated by our enthusiastic staff correspondent, Mr. Thos. P. Grasty. One thing is very sure, and that is, that with men like those described in these several communications at the head of four great enterprises, all working harmoniously, because all are too broad to be rivals, there will grow up in that glorious and richly endowed region a continuous succession of large and wealthy manufacturing towns, which, in the numbers of their work people, the amount of capital invested, the diversity and value of their manufactured products, will equal any cluster of similar manufacturing centers in Great Britain. But instead of the tremendous contrasts between swelling affluence and sordid poverty that arrest the attention of every American who visits those great iron districts of England which were vividly portrayed by Dickens, her greatest popular writer, in some of his realistic and most humane novels, there will be prosperous communities in which capital and labor will work in harmony for the comfort and the profit of all. There is a grand future for the Sequachee valley of Eastern Tennessee.

OUR Canadian neighbors are easily worried, if a Montreal correspondent of a metropolitan newspaper is correct in saying that there is a semi-panic among Canadians in anticipation of the operation of the McKinley tariff, and that therefore a considerable quantity of merchandise is being hastened forward, and that there is some talk about closing waters and islands in the St. Lawrence against American visitors by way of retaliation. This last threat is ridiculous in the extreme. Canadians may bluster a bit, but they never lose sight of the main chance, and it will require something a thousand times worse than the McKinley bill to induce them to shut down upon the great annual inflow of dollars that accompanies the visits of wealthy Americans to the famous Thousand Islands of the St. Lawrence.

ADVERTISERS wishing to reach the manufacturers of all classes, mining companies, steel, iron and hardware dealers of the entire South cannot find a better medium than the MANUFACTURERS' RECORD.

Why Georgia's Railroad Mileage Increases.

MACON, GA., April 24, 1890.

Editor Manufacturers' Record:

You ask an explanation of the great increase of railroad mileage in Georgia during the last few years, and what traffic can reasonably be expected to sustain it?

The reasons are not only practical, but sentimental. The resident capitalist felt that he could not only get satisfactory direct return upon his investment, but could in an indirect way increase the value of his property holdings, as well as that of his neighbor and friends, thus placing himself in the attitude of a benefactor of his country at the same time he was enriching himself. This, of course, was the impelling motive so far as he was concerned. Alladin's lamp seemed to have been located somewhere in Georgia. Some of its citizens, who were known within the last few years to have been almost pensioners upon their friends, all of a sudden fairly dazzled the State with tales of fairy-like accumulation through railroad ventures, until visions of bonanzas floated all over the horizon. To sustain these roseate statements came palatial palaces on wheels, with luxurious appointments and attendants without number. The gentlemen of suddenly acquired fortune and Wall street reputation were the royal occupants of these palaces, at whose slightest command men of national reputations seemed willingly obedient.

To these exhibitions of princely extravagance the Orient and the Occident, the tropics and the frigid zones were called upon to contribute, and it is any wonder that the average citizen of the "Empire State" of the South should suddenly determine that "this is an age of audacity," and that "modesty is at a discount." The vision of opulence flitted, the memory remained to stimulate the wit and ambition and endeavor of those that were left behind. An era of investigation set in, and out of it was evolved a programme for the duplication and triplication of systems of railways in Georgia never dreamed of by those who were unwittingly becoming indirect benefactors of the State. Investigation brought conviction that more roads were needed. Contact with and reasonable demands upon communities demonstrated that they were wanted. Convictions having been established, the consideration of profit became a perplexing one, over which many men halted, or stumbled and fell. Cash construction profits had well nigh run their course, for the prudent investor in mortgages had learned to wait until lambs had been shorn through the operations of foreclosure; so it was determined that the day of fictitious capitalization and high mortgages had passed. As a result of all this train of reflection it was finally determined to revolutionize the method of approaching investors. The bond upon the road was to be made so low that it would become an absolute security, and the stock, which had been theretofore considered "water," became the contingent and only profit of the builder.

The legislature, in its wisdom, had provided a railroad commission which protected young roads from strangulation by older ones during the period of construction, so only one question was left to be determined, and that was the theory upon which operations would be begun. Modern engineering science, cheaper and better material, improved appliances by which one man and two horses to a wheel scraper could with ease do the work heretofore done by many men with picks, shovels and wheelbarrows, reducing the first cost so far below the cost of old roads, that fear vanished as investigation proceeded. Business was at hand awaiting the coming of new roads, whole counties were without transportation facilities to enable them to

compete successfully with their fellow-citizens who were more fortunate in being on a highway to the markets of the world. Meetings were held, substantial inducements were offered and a general awakening from lethargy or indifference or resignation to the will of monopoly was aroused. Encouraged by the spread of this infection or contagion—or whatever you choose to call it—the work of construction was determined upon, construction companies were formed, men of age, experience and prudent methods became railroad presidents, while the active, restless and tireless young aspirants for honors and opulence became the master-spirits in the construction company.

It is needless to add that this versatile combination won. Experts and capitalists interested in old and more heavily-bonded roads came to the State with a view to condemn what was considered as an innovation on their special prerogatives. Instead, however, they went away converted to the new methods of economical railroad building inaugurated by novices.

An era of industrial development set in and kept pace with railroad construction. All the latent vital forces of men and women, white and colored, seem to have been energized, until the atmosphere became saturated with expectations of a cave of ophir just beyond. Brains and money were going hand in hand in the race for more money, and were satisfying labor by giving it a good and comfortable living.

You ask, "What is to sustain all these young roads?" 1st. The immense forests of yellow pine, than which no other article furnishes more valuable traffic for railroads. After the trees have for years furnished naval stores, almost of themselves sufficient to make a line profitable, then follows the saw mill and the result in revenue is still better. These pine lands, when denuded of the forest, have, by the introduction of cheap fertilizers and a new kind of cotton seed, been found to yield more and better cotton than the uplands. So much for this lowland district that has been so long neglected.

Coming to the middle section of the State, will be found a soil capable of producing a crop more certain, more nearly staple, and more profitable to the average farmer than any other crop in the known world. This section is increasing in population at an enormous rate, mostly drawn from the Northern States. It is a well-authenticated fact, that one man shipped to the North and Northwest, from Middle Georgia, nearly \$100,000 worth of peaches, this season of his own product, and the demand increases yearly. This will give you an idea of what the fruit crop means in way of revenue to railroads. An orchardist on the line of one of the new railroads set out 80,000 peach trees of a single variety last year.

Another item of immense proportions is the transportation of granite, until a few years ago unheard of in Georgia. The streets of Cincinnati and other Western cities are being paved with belgian blocks quarried in Georgia. A new line now in course of construction to the seacoast has as an inducement to encourage its construction, a responsible contract by which the road will receive not less than \$500 per day profit from hauling this heretofore worthless mass of granite. This stone can then be delivered in New York city and every Atlantic port south of it at a fair margin of profit, and pay the railroad its \$500 profit on the haul every business day in the year. The promoters of a new railroad through undeveloped fields of marble were thought chimerical, until they were enabled to build the largest marble cutting mill in the world along its line. Its bridges rest upon marble piers; its road-bed is ballasted with marble and its revenue is drawn largely from the transportation of this article, which finds its way into

every State and territory in the Union, because of its beauty, variety and durability.

Until within a few years cotton seed were considered a nuisance by the farmer. At the present time the revenue to railroads from hauling that article almost equals the amount received from hauling the cotton itself. As Georgia has one seaport that handles nearly 1,000,000 bales of cotton per annum, you will get an idea of what business there is for railroads. Over 400,000 tons of fertilizers are hauled annually by Georgia railroads. Every road in the State is reported as taxed to the limit of its equipment capacity. Experience has shown that diversified development keeps in advance of railroad construction, so there is not only business for those in existence but for others in contemplation.

Your great journal graphically pictured these things year after year with what, at this time, seems a prophetic eye, so it would be but just and deferential to suggest your answering the inquiry, "when will the limit of necessity be reached."

E. C. MACHEN.

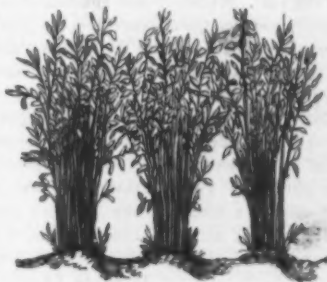
THE RAMIE FIBRE.

Progress of Its Manufacture in This Country.

Editor Manufacturers' Record:

Now that fabrics made of ramie fibre, and of American manufacture, are on sale and can be had regularly of the trade, one more staple hitherto unknown to the American agriculturist may be established on a scale that will produce an annual revenue to the farmers aggregating an immense sum. All experiments in the cultivation of the ramie plant in this country have been on a small scale, not even sufficient in their proportions to demonstrate an efficient and practical method of decorticating the stems.

A serious obstacle to the progress of ramie cultivation in this country has been the element of doubt regarding the de-



mand for the fibre. Enthusiastic writers upon the subject of ramie culture have greatly exaggerated the demand for China grass (ramie) said to exist in Europe. In recent years the price of China grass has been so high, compared with other fibres, as to prohibit its use in Europe except in moderate quantities. Large sums of money have been expended in Europe experimenting in the fabrication of what is universally acknowledged to be the finest and most valuable vegetable fibre known to the commercial world. Costly experiments were conducted to properly ungum the fibre of imported China grass. Generally these experiments have been unsatisfactory, while the appearance of the resulting fibre seemed perfect, being fine, glossy and white. Yet when spun and put into cloth the fabric would crack, and many other difficulties were met with in this fabrication which were known only to the art.

Moreover, the fibre obtained was always costly, which made it necessary to introduce it only into high-priced goods. This involved another class of experiments, such as machinery for spinning and to complete the fabrication of a kind of goods that would command a sufficient price to make

the enterprise remunerative. Some of the European experimenters seem to have been partially successful, but they have not created a large demand for the fibre.

From an American standpoint, there is not a large establishment in Europe running on ramie. It has remained for Mr. Charles Toppan to thoroughly and perfectly unguish the fibre, so that it can be spun and carded by ordinary cotton and woolen machinery, giving a result that permits the fibre to be used in the manufacture of cheap fabrics. This has not been accomplished in any other country, and its value can hardly be overestimated, for inasmuch as the fibre is produced cheap enough to be used in low grade goods, now the demand for the raw material will be large. The evidence of this is in the fact that the first six months of 1890 will show a consumption of China grass in the United States greater than was consumed in all Europe in the year of 1889.

The manufacture of goods from ramie is now established, and the fibre will soon find its way into the highest grade of fabrics. Men's suitings and fine underwear are already being made here from it.

A commercial journal, recently commenting on the varieties of ramie, states that there is an annual variety valuable only for cordage. This is probably an error as to its being a variety of ramie. China and Japan produce the well-known commodity we know as China grass or ramie, and while there are several varieties, the plant is a perennial. The annual referred to is probably in no way allied to the China grass of commerce, but it may be a fibre used to adulterate. The adulteration of China grass for shipment is not new, and has frequently attracted the attention of shippers.

The mechanical decortication of ramie in the field has not made such progress as has been made in the degumming of the ribbons. The reasons are plain. In solving the degumming problem, many tons of China grass were at once imported and the product turned out, not by the pound, but by the ton. Yarn is now being made by the ton, and the products are being sold by the bolt. Machines that effectually and rapidly produce the ribbons from the green stems in the field will put the United States in the lead as a ramie producing and manufacturing country. But the ramie must be grown to be decorticated. The ribbons must be produced by the ton and continued until many tons are produced before results are obtained. Possibly the recent offer of the use of a machine free to those who will grow 25 acres of ramie within the next two years will stimulate its cultivation.

T. ALBEE SMITH.

A FEW Southern railroad securities are listed at the London Stock Exchange, and are regularly quoted by brokers under the head "American Securities." A London dispatch, of April 21, says:

"The Richmond & Danville Railroad Co. has applied to the London Stock Exchange for the quotation of \$1,093,000 equipment sinking fund 5 per cent. mortgage gold bonds. The East Tennessee, Virginia & Georgia has applied for the quotation of \$1,500,000 additional equipment and improvement mortgage 5 per cent. gold bonds, Nos. 3,001 to 4,500.

That the capitalists of Great Britain and of Europe are learning to appreciate the value of Southern investments, and to have confidence in the future of the South is evidenced in many ways. It will not be long before the bonds of all the first-class railroads of the South will be rated as "gilt edged," on the other side of the Atlantic.

A FIELD FOR FORTUNES.

[Special Cor. MANUFACTURERS' RECORD.]

CARDIFF, TENN., April 26, 1890.

For years and years the region of which I am about to write was unknown.

Get a map, measure 75 miles northward from Chattanooga on the Cincinnati Southern Railroad, and then draw a line southwardly to where the Tennessee river enters Alabama, and the region between this line and this river, from Emory Gap on the north to the mouth of the Sequachee valley on the south, is a field for enormous fortunes. It is made up of two great valleys and of the highlands of Walden's Ridge and a portion of the Cumberland plateau.

Now let us first clearly comprehend what this portion of the Tennessee valley is and how it lies, otherwise the statement that both Cardiff and Rockwood are in the Tennessee valley, close to the river, may convey an erroneous impression; for most of the other river valleys in the world are low and flat, and many of them subject to overflow. This part of the Tennessee valley, however, is separated from the river bottom by a ridge, which, although partly level, is high and dry and healthy. On account of this ridge rising between the railroad and river, the uninformed visitor to Rockwood or Cardiff would never suspect that from three to four miles to the eastward flows a great river. On the west side of the valley runs Walden's Ridge, all the way from Emory Gap (three miles above Cardiff), to the mouth of that marvelous indentation known as the Sequachee, which, trending northward, almost connects with the Tennessee valley close to Cardiff. So much in the way of geography.

I hope it has been made clear that Emory Gap is at the head of the Tennessee valley; that the rich Sequachee valley has its head just across Walden's Ridge, southwest of Emory Gap, and that the Tennessee river here comes closest to the Cincinnati Southern Railroad. In a former letter I accentuated the advantage of river transportation from this point to Chattanooga.

Where could a better natural town-site be found? Cardiff and Rockwood are so close together and have such similar resources that for the purposes of this article they should be considered as twin cities.

Three miles north of Cardiff are the Cumberland mountains and a very rough country, but down the valley and across the river to the southwest is a fine agricultural region and a wealth of hardwood timber unsurpassed in all the Appalachian region. It is here that vast deposits of coking coal and iron ore are found in the same hill. It is here that two great corporations have inaugurated stupendous developments.

Although Cardiff and Rockwood are so close together, I have seen no signs of jealousy between their promoters, who are fortunately big men, with big ideas and big bank accounts.

THE CARDIFF SALE.

And now some remarks about the most extraordinary sale of town lots ever witnessed. The special telegraphic report in last week's MANUFACTURERS' RECORD needs only to be supplemented by the statement that the amount paid for Cardiff lots had exceeded a million dollars when the company quit selling. A gratifying feature of the sale was that a majority of the purchasers bought lots upon which to build, and they will build with a view to a city of 25,000 people. While the prices were high as compared with many new towns, it should be borne in mind that the purchase money in most cases represented a certain amount of stock in addition to the land, the plan of the company being to issue stock to every bidder for the excess above a very low schedule. Every dollar of this money will be put at once into im-

provements, and these improvements will be such as to make the land worth an average of 100 per cent. over the sale prices. In fact, Mr. W. P. Rice told me that the company would make the town one in which every purchaser at this sale would get a good per cent. on his investment if he should build, and that, of course, means a good profit on his speculation if he should elect to sell.

Although there were a great many Southern men at this sale, the heaviest buyers were from Kansas City and from New England. Most of the buyers were men of large means, who are amply able to build at once. In fact, more than a hundred business houses will go up just as fast as the materials can be procured.

The beauty of the situation impressed all who came—at least nine men out of every ten who talked to me spoke of it. When one remembers the unfortunate situations of many towns, he can but feel like thanking heaven that the old way of town-making has passed into "innocuous desuetude." And what is true of Cardiff in this particular is true in great measure of Rockwood. It is my opinion that no town of any importance will ever be built north of these two along the line of the Cincinnati Southern Railroad in Tennessee. This is a region capable of sustaining a population of a million of people. Hitherto it has been almost as inaccessible as Central Africa. No railroads, no dirt roads. Its timber has never been touched, because there was no way to get it to market. The plow has never furrowed its surface because there were no roads over which the home-seeker might travel. But so soon as it is opened up, it will prove an attraction superior to Oklahoma. There will shortly be two or three railroads crossing it at Cardiff or Rockwood, and arrangements are under way to sell lands to farmers here at prices that will attract thousands from the blizzard-stricken Northwest. The climate in this triangle is probably as wholesome as any on the American continent.

THE ROCKWOOD SALE.

The Cardiff Co. has done much to attract public attention to this locality. The Roane Iron Co. is just as hard at work in the same good cause. Rockwood, which is owned in great measure by the latter company, profited largely from the advertising done by the Cardiff Co., but Rockwood will, on May 13, fully return the compliment to Cardiff. I am told that the Roane Iron Co. has contracted for advertising all over the Union. Now that town-building is done scientifically and not haphazardly as in the past, a good town has only to advertise widely enough to insure success. Town-building is now like any other business operation requiring public co-operation. The newspaper is now looked to for information concerning available locations.

The Roane Iron Co., as I said just now, are going to hold a great sale on May 13. They have arranged with the railroads for low excursion rates, and I predict that business property at Rockwood, already a town of 3,500 people, will sell as high as at Cardiff—that is to say at from \$100 to \$300 a front foot. This company has been one of the most successful in the South in all its undertakings. There are now in blast here two furnaces for which the coke is made under the very shadow of the stacks, and for which the iron ore is mined within a stone's throw. These furnaces make iron so cheaply as to be able to undersell British iron masters in the Queen's Dominions. The company is enormously rich and admirably managed. Mr. M. M. Duncan, the manager, is one of the most admirable iron masters I know of in the South. He has been here eight or nine years, having brought with him a valuable experience gained at the Cambria Iron Works in Pennsylvania. He knows every detail of iron making, and has a certain reserve forcefulness which gives promise

of the capacity to carry out a concatenated plan of mutually self-helpful industries which will make for Rockwood a pay-roll of at least \$100,000 a week. While I was there two or three important industries were secured, and the company proposes to offer extraordinary inducements to manufacturers. They have an immense amount of ready cash available for town-building.

In view of the fact that some alleged towns are being started without money enough to build a blacksmith shop, the possession of great capital and the services of able practical men are of immeasurable moment to heavy investors, such as have bought at Cardiff and will buy at Rockwood.

The president of the Roane Iron Co., who is making the success of Rockwood his chief ambition, is Capt. H. S. Chamberlain, of Chattanooga. Capt. Chamberlain is one of the remarkable men in the South. He was a federal officer in war times, and when hostilities ceased he staid to promote the peaceful prosperity of the country he had opposed in war. In view of the absurd idea prevalent in so many Northern sections that a Republican and a Grand Army man and a Loyal Legion member gets the cold shoulder in the South, it is worth while to say that Capt. Chamberlain, although all of these stands in the front rank of those whom the people of East Tennessee delight to honor. He is the president of the Chattanooga School Board, and could have any office in the gift of that great city. He is president of the Citterio Furnace Co., vice-president of the First National Bank of Chattanooga, a director in the Memphis & Charleston Railroad Co., a director in the Knoxville Iron Co. and in various other leading East Tennessee corporations. Nevertheless, the building of a city at Rockwood is the chief ambition of his life.

The directory of the Roane Iron Co. is among the strongest in the South. Aye, it is among the strongest in the United States.

In an interview with Capt. Chamberlain he told me it was the settled purpose of the company to build a large city at Rockwood, and to that end the company would "boost" it to the full measure of its strength. Manufacturers looking Southward should keep an eye on Rockwood.

THE SEQUACHEE VALLEY.

One of the most prominent young newspaper men of America is the managing editor of the Kansas City Times. He has been making a tour of the South just as a few years ago he made a tour round the world for the sake of seeing. In this issue of the MANUFACTURERS' RECORD he has an article which largely appertains to the Sequachee valley, which the late lamented W. D. Kelley, Pennsylvania's great protection statesman, considered the richest area in all the South. Under the caption "Kelleytown," the editor of the Kansas City Times (who happens to be my brother) gives some interesting facts about this valley, which is destined to be dotted with thriving towns from Cardiff down to Deptford.

While at Cardiff I met Mr. E. E. Smart, of New England, who is one of the clearest-headed, most sagacious discerners of town-building possibilities. Moreover, he has spent the last six months studying the comparative merits of various localities. The result of his investigations is that he has picked out a place in the Sequachee valley where an immensely strong company will build a model manufacturing city.

The station nearest to this town-site is now called Owen's. It is on the Nashville, Chattanooga & St. Louis Railroad Co.'s Sequachee Valley Branch. On one side is coal, on the other iron. The Memphis & Charleston's extension will cross the Nashville, Chattanooga & St. Louis here.

Inasmuch as a good many people who will read this article are not familiar with

railroad conditions in the South, it may prove interesting to indicate the existing relations which necessitate an extension of the Memphis & Charleston from Stevenson to Chattanooga. The M. & C. runs its trains from Memphis to Chattanooga and has of late years become one of the great trunk lines of the South. From Stevenson to Chattanooga, a matter of thirty-odd miles, it uses the tracks of the N. C. & St. L. Co. The traffic has become so enormous as to make it almost impossible for one track to accommodate it, and so the M. & C. people decided to build a separate line. This line will go to Chattanooga on the north side of the Tennessee river, meeting the N. C. & St. L.'s Sequachee Valley's extension at Deptford, but crossing it at the new town which Mr. Smart and his associates propose to build at or near Owen's.

The name of the new town has not been decided on. Mr. Smart, however, is not waiting for the town to be named, but is actively at work in connection with eight other very influential, shrewd and substantial New England men formulating plans to make the new city a success. The titles to the immense coal and iron properties bought by this association have been passed upon by three leading lawyers and pronounced perfect.

A company will be organized with one million dollars in cash, a large proportion of which will be set aside for improvement purposes. Then, too, the money derived from the sale of lots will be applied likewise, so that Mr. Smart's new town will have an enormous cash fund ready, so to speak, to make pay-rolls.

Prof. Henry E. Colton, ex-State geologist of Tennessee, has spent three weeks examining the mineral wealth of the lands of this syndicate, and in his report pronounces them without any superior in East Tennessee.

Among the prominent stockholders in this association or syndicate (which will soon be organized into a company with 40,000 shares at \$25 a share) are, besides Mr. E. E. Smart, the promoter, Messrs. E. G. & E. Wallace, Rochester, N. H., the largest leather manufacturers in the United States. While the last-named gentlemen are the largest individual stockholders, the following have considerable interests. J. S. Ricker, Portland, Me., who is a director in the Boston & Maine Railroad Co.; Hon. W. L. Melchoir, of Laconia, N. H.; C. F. Stone, of Laconia, N. H.; C. F. Abbott, cashier Dover National Bank, Dover, N. H.; George W. Johnson and Charles Davenport, of Bath, Me.; R. W. Lord, Kennebunk, Me.; Charles W. Talpey, cashier Savings Bank, Farmington, N. H., and E. T. Wilson, Farmington, N. H.

Mr. Smart is one of the most active and wide-awake of our Yankee friends who are helping to develop the South, and it may be safely relied upon that he will make a success in the Sequachee valley.

HONOR TO WHOM HONOR IS DUE.

One word more about the Cardiff sale. It was the most successful land sale ever made in America, and the credit is largely due to Capt. T. A. Frierson, the chief auctioneer. There were two assistant auctioneers, but it was palpably observable that whenever Capt. Frierson came on the platform prices went from 10 to 25 per cent. higher. Whether this was due to his personal magnetism or to the great confidence which he enjoys, I cannot say.

Mr. W. D. Kelley, president of the Deptford Co., stated in my hearing that Captain Frierson was worth 10 per cent. to any land sale in this part of the South.

He is recognized as the leading man in his business, and land companies are now consulting him about dates, plans of procedure, and things in general, before advertising their sales. This is fortunate, because there have been conflicting dates here of late arranged on account of there

being no consultation in advance. Now, however, that Capt. Frierson is recognized by common consent as the general arranger of dates, such errors are not likely to be repeated.

Capt. Frierson went to Fort Payne last night, where he had been sent to arrange for a public auction of lots at that electric city, and if all the land companies would first send for him instead of going ahead blindly and arranging dates and plans of procedure, it would be better for their bank accounts.

THOS. P. GRASTY.

KIMBALL'S CROWNING EFFORT.

A Splendid Development in Eastern Tennessee to Be Carried to Success by the Anglo-American Corporation.

[Special Cor. MANUFACTURERS' RECORD.]

CHATTANOOGA, TENN., April 28, 1890.

Another great industrial event that will add to the fame already achieved by East Tennessee will soon attract universal attention. Several months since the MANUFACTURERS' RECORD foreshadowed something of what it was to be by announcing that a strong company, of which Hon. Logan H. Roots was president and Hon. H. I. Kimball was the business manager, had acquired possession of the justly celebrated Wallview property, on the Tennessee river, and of more than 60,000 acres of contiguous land, and that this company would soon commence one of the grandest of the many great enterprises that mark this era of Southern progress.

When general manager Kimball had carefully inspected this splendid territory, aided by some of the best experts in the United States, he came to the conclusion, and he so advised his company, that to make it all that God and nature had fitted it to be would require even more capital than they were prepared to invest. He said that the natural resources were so many, the area they owned was so large and the opportunities for diversified industries so abundant, that in order to do them justice it would be necessary to vary from the usual line of action in such cases and to mark out one of their own. The board of direction agreed with his views and gave him *carte blanche* to carry them out. Mr. Kimball thereupon went to England and laid his scheme before some of the most wealthy and conservative capitalists of Great Britain and secured their co-operation. The result was the organization of the Anglo-American Corporation of London (Limited), with capital enough pledged to carry out all his plans to the letter.

He then hastened home with a representative of the company, to complete the details and to commence active operations.

From Mr. Kimball, who reached this city to-day, your correspondent obtained the following outline of the plan upon which the Anglo-American Corporation will work.

One.—It will establish industries of all kinds suited to the natural resources of the country.

Two.—It will lay out a town-site and deed it to a subsidiary company, whose business it will be to develop the town.

Three.—This subsidiary company, in accordance with the conservative ideas of the parent corporation, will seek to give its real estate a solid value by making the town the center of a great variety of productive industries.

Four.—It intends to offer such opportunities and such favorable terms to mechanics, to artisans and to small traders, that great numbers of them will go there to build permanent homes.

Five.—The parent company will establish and maintain a permanent guaranty fund of \$500,000, which shall be used solely to promote the manufacturing development of the city. This fund will be fully

secured from contingent losses. It will be used, under most carefully guarded regulations, to inspire confidence among all who would engage in extensive manufacturing enterprises in the town or anywhere upon the company's land, by guaranteeing the interest upon such bonds as may be issued for the completion of their plants, the company securing itself by first mortgages in all such instances. This is a new and original idea, quite worthy of Mr. Kimball, its ingenious and far-seeing author.

Six.—To sum up the whole in a few words—Mr. Kimball, the original company and the Anglo-American Corporation that is to succeed it, are in perfect accord on this main proposition—that there must be no speculative but an entirely substantial business basis for this great enterprise. Capital and labor are identical in interest, and neither can prosper without the other, consequently, in all operations contemplated, the two are to go hand in hand and each is to be the adjunct and protector of the other.

The conception and execution of this great scheme will be the crowning effort of Mr. Kimball's distinguished business career. In the past he has been somewhat ahead of his times, but at last, thanks to his own energetic work and to the splendid seconding the South has given it, he has now the satisfaction of knowing that the era which he foresaw has come, and that men, not only in the South, but throughout the United States, and in Great Britain as well, recognize the wisdom of his earlier movements and put confidence in his suggestions and his plans for the future.

Right here, permit me to copy a paragraph from an editorial printed March 23d of this year, (while Mr. Kimball was abroad) in the Tribune-of-Rome, Ga., entitled "The Men to Lead." After referring to other noted men, the Tribune said:

"Perhaps a more shining illustration still is found in H. I. Kimball, than whom Atlanta has had no greater factor to its growth and progress. * * * He has been literally the architect of Atlanta's earlier and even later fortunes, and the people of that city pay unstinted tribute to his incomparable abilities in the transaction of all public business. When the great Kimball House, which bore his name, burned down a few years ago, the people of Atlanta, passing over the long list of able, astute and successful business men who had amassed handsome fortunes for themselves, sent over one thousand miles to bring back from another State the only man who was capable of organizing and rebuilding the great hotel which had been the glory and the ornament of Atlanta. The same assembled wisdom of Atlanta's business men made Mr. Kimball the director general of its great cotton exposition in '81, and to-day if Atlanta had a mighty enterprise to push to full completion, it is doubtful if Mr. Kimball would be given repose until he had consented to take the matter in hand."

It is said that the new town may be called Kimball. Personally I know that he is averse to the proposition, but for the sake of its future it is to be hoped that he will yield to the better judgment of his co-workers in this great enterprise and consent to comply with their wishes, for the identification of his surname with the town would be in the minds of tens of thousands of men a stronger guaranty of its attaining all that its most sanguine friends hope for it than would be the financial guaranty of the wealthy corporation that is pushing the enterprise. As was said of Roderick Dhu:

"One blast upon his bugle horn
Were worth a thousand men."

So to have it known that this grand undertaking was to bear the name of Kimball, would bring to it enthusiastic supporters from all parts of the United States.

SAN ANTONIO.

New England Equalled.

From A B C to the Classics Taught in a Texas City—Free Schools.

[Special Cor. MANUFACTURERS' RECORD.]

SAN ANTONIO, TEXAS, April 23, 1890.

I propose in this letter to give your readers some information as to the educational advantages of San Antonio, because no stronger inducements can be held out to those seeking homes in the great Southwest than the facilities afforded for the education of their children. The greatest care and attention has been given by the city government for many years to the building up of its public school system, and to this end it has been lavish in the expenditure of money and careful in the selection of sites and adopting plans for school buildings. There are now in the city twelve substantial and commodious stone and brick structures several stories high, arranged with reference to the comfort of pupils and teachers, and supplied with all modern conveniences and appliances for educational purposes. These houses have a seating capacity of over 6,000 pupils, and are so constructed as to afford picturesque views on every side, and with ventilation so perfect that the sweet south breeze fans the rosy cheeks of the lads and lassies as they con their daily tasks in every part of the buildings. For the colored children separate buildings are provided, equally as commodious and supplied with similar appliances and apparatus as those of the whites. There are now in daily attendance upon these various schools of all grades and classes, 4,255 pupils, with 80 teachers thoroughly competent and alive to the noble work of training the tender thought and directing the youthful mind in the paths of literature and science. The general superintendent of public instruction is a thorough scholar and a trained educator, and the discipline of the schools is so complete as to elicit the wonder and admiration of all visitors.

In addition to these public free schools there are many private schools of high grade, where instruction is given as thorough and complete as in any similar institutions in the United States. There are also a Roman Catholic college and a convent school, capable of accommodating 500 boarding pupils and a much larger number of day scholars. There is also a flourishing diocesan female school under the auspices of the Protestant Episcopal church, also several private schools for girls, all of which afford superior educational advantages and fit their young lady graduates in all the elegancies and accomplishments of the higher walks of life. There are besides several academies, under the guidance of old experienced educators, where boys are fitted for college or prepared with well-trained minds to enter upon the active duties of life, while several commercial schools educate both boys' and girls for clerical and commercial duties. Nor should I, in this connection, forget the German-English school, one of the best and most prosperous institutions of the city, nor the art school and studio located here several years ago by the Texas State Art Association, where students can receive instruction in sculpture, painting, wood-carving and modeling, under competent and painstaking instructors. In fine, San Antonio cannot be surpassed in the facilities for acquiring an education, and the small cost attending it. In the public free schools pupils are taught all that is necessary in English and mathematics, with the German and Spanish languages, at the small cost of the books studied, while in the private institutions they receive, at moderate charges, a thorough classical education.

ELIAS EDMONDS

DENISON,

The Gateway of Texas.

Business Increase Shown by Postal Statistics.

Building Operations on an Extensive Scale—New Railroad Plans Proposed—A Great Cotton Mill Enterprise.

[Special Cor. MANUFACTURERS' RECORD.]

DENISON, TEXAS, APRIL 25, 1890.

Booms to the north of us, booms to the south of us, booms east and west of us, but, all things considered, there is no city west of the Mississippi and south of the Ohio that is having more substantial growth or which has better prospects than Denison. The building movement continues with unabated vigor. But there are other signs of Denison's progress. Notable among these is Postmaster Daugherty's recent report to the department at Washington. It is, even to most Denisonians, a regular eye-opener. By it it appears that his force handled during the last quarter "275,436 pieces of mail matter, against 181,528 during the same quarter of the year previous—a gain of 93,908 pieces, or 50 per cent. The gain in gross receipts from sales of stamps and rents of boxes was 48 per cent. The transactions in the money-order department amounted to \$30,789.84, or at the rate of nearly \$123,000 a year."

The mail matter handled, the postmaster explains, does not include the mail which is put into boxes at the office, but only that delivered and collected by carriers. The Herald newspaper, the national banks and the wholesale houses of the city have boxes at the office, and they are the largest depositors and receivers of mail in the city.

Since my last letter the trustees of the National Commercial College have cleared the lot, 120x75 feet, at Main street and Fannin avenue and voted to begin work immediately on an elegant four-story building for the use of that institution, which will cost \$50,000. Plans are also ready for the city bank building, at Woodard street and Rusk avenue, to cost \$30,000 and be four stories high. Work on other business structures, heretofore referred to, has been somewhat delayed by the frequent and heavy rains, but is progressing as rapidly as possible. No end of dwellings are being built. It is estimated that fully three hundred—mostly cottages—are now in process of erection, and ten car-loads of lumber are arriving daily for immediate use and still the cry is for more. To-day Major McWillie, representing the Choctaw Coal & Railway Co., arrived in the city at the head of a surveying crew, who at once went into camp at a point six miles east of Denison. It is understood that their mission is to run a preliminary line from the Denison, Bonham & New Orleans Railway to connect with the Choctaw Coal & Railway at some point in the Indian Territory.

One thing is certain, the objective point of the survey is Denison, which makes the situation deeply interesting just at this time. When General Manager Chadick was here several weeks ago he stated that the idea of running a preliminary line between Denison and his road had in no wise been abandoned, that it was one of the cherished objects of his company to build to Denison and that sooner or later it would be done.

The D. B. & N. O. is graded all the way from this city to Bonham, a distance of about 28 miles, but, after spending about \$100,000, work was stopped, the funds subscribed chiefly by Denison and Bonham people having given out. But recently longing eyes have been directed toward this abandoned but very valuable roadway. Jay Gould came here last week on purpose to

look it over. The Houston & Central people here have a sharp eye on it, and now the Choctaw people, a very wealthy corporation composed of the ruling spirits in the Lehigh Valley system of Pennsylvania, are getting interested. The two railroads of all others which Denison is anxious to have completed are the Denison, Bonham & N. O. and the Denison & Wichita Valley, and she does not care much who does the work so long as Denison's interests are subserved. Denison will help substantially, too, in the work of completing these two roads. Besides these, Denison rejoices that the Missouri, Kansas & Texas is to have an extension from this city to Dallas, and that the portion of the road between here and Sherman is to be built at once. She also wants the Cotton Belt and the Texas & Pacific to come in, and it is probably only a matter of time when both will do so. Everybody is interested in Jay Gould's recent visit to Denison. It was his first visit in three years, and although he was here but a very short time and did not see much of the improvements that have been made here, he expressed himself as greatly pleased and surprised, and predicted a brilliant future for the "Gate City."

Mr. Gould has spent several weeks in Texas. Something is sure to happen as a result of this long and painstaking visit, but just what it will be time alone will tell. In view of the savage attacks made upon Mr. Gould by some of the blood-thirsty editors of the State, it is cause for rejoicing that he traveled pretty much all over Texas and never was attacked by anything worse than a brass band or the nightmare.

Denison sadly needs a new charter. It is the only city of over 12,000 population in Texas that tries to get along under the old general charter. This so cramps the city that its growth is hindered, and absolutely necessary public improvements cannot be made because under this old charter the city cannot bond itself for anything like a reasonable amount. The citizens are now thoroughly awake, however, to the requirements of the case, and a special charter will be asked of the incoming legislature. The schoolhouses are overcrowded and hundreds of children of scholastic age cannot be admitted; the macadamizing and paving of streets is delayed and other needed public improvements must be held in abeyance till the new charter is granted.

Work on the big cotton mill has been unfortunately delayed, owing to a disagreement between the man who had been awarded the contract for its construction and the mill company. This disagreement arose before the papers were in shape to be signed over, as the parties could not arrange matters, the contract was declared "off" and new bids were called for. At this writing five are in the hands of manager M. P. Foster, who expects a contract to be awarded and executed inside of ten days. More than \$2,500 has already been spent in excavating and laying spurs, and over \$50,000 in contracts for machinery have been awarded to parties in Lowell, Mass., Columbus, Ga. and Mt. Vernon, Ohio. The following facts concerning this great undertaking are accurate:

Number spindles.....	25,000
Number looms.....	752
Number horse power.....	900
Bales cotton consumed per annum.....	9,500
Tons of coal used per annum.....	6,500
Tons of starch.....	30
Gallons of oil.....	3,000
Yards of cloth manufactured per annum.....	12,000,000
Amount of pay roll per annum.....	\$150,000
Number of hands employed.....	650

Three and a half million of bricks will be used in the construction of the mill.

GEO. B. GOODWIN.

If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$4 and you will receive it regularly for one year, or six months for \$2.00.

KELLEYTOWN.

Gateway of the Sequachee Valley.

The Town Known as Deptford to be Established on a Site Picked out by the Great Pennsylvanian, and at the Head of a Valley to Which He Was the First to Attract World-wide Attention.

[Special Cor. MANUFACTURERS' RECORD.]

CHATTANOOGA, TENN., April 26, 1890.

Some months ago I learned that Eastern money from that great capitalistic repository—Kansas City—was turning back somersaults into the South. The longest-headed financial house there had at that time begun ploughing ground and planting seed in Tennessee, Alabama and Georgia. To my mind the diversion to the South of funds sent to Kansas City for Western distribution was a deeply significant fact. Regular channels, "ruts" in which money delights to confine itself, had to be broken through when Western farm mortgages were given the go-by in favor of Southern investments. I was, therefore, prepared to see something more than a mere boom when I came South a few weeks ago.

While attending the remarkable sale at Cardiff I met representatives from most all the growing towns of this section, and was urged to do enough "coming and seeing for myself" to keep me busy all summer. I did, however, make up my mind to go to see one of the towns much talked of around the auction tent at Cardiff, and it is of that town I will speak.

The late William D. Kelley was the prophet of the iron era in the South. He did more than any other one man to set in motion the "upward gravitation of its own possibilities." His articles in the MANUFACTURERS' RECORD alone were worth millions of dollars to the South. So far as the great public judged of it, he was the head and front of all that was rich and mighty in the way of Pennsylvania industry. No wonder when this ponderous and withal brilliant Pennsylvanian began to talk about Southern coal and iron, the whole world listened. Three years ago Judge Kelley sent his son, William D. Kelley, Jr., South, and it is he who, aided by other Pennsylvanians, will establish the town of Deptford in the very place of which his father wrote: "It is located in a cove formed by a curve in the mountain. The river bounds the plat on the east, and a mountain ranging from 1,000 to 1,400 feet high gives it protection from the sun's summer rays long before they cease to pour upon the plains, and protects it against the harsh winds of winter." Add to this beautiful situation these facts: Deptford is the throat of the Sequachee valley—a valley with resources as great, rich and varied in proportion to area as any other in the world—including portions of the counties of Marion, Sequachee, Bledsoe and Cumberland, extending in a general direction parallel with the great valley of East Tennessee, about 75 miles northward from the Alabama line, separated from the East Tennessee river valley by a mountain arm known as Walden's Ridge. The town-site of Deptford is at the junction of the Nashville, Chattanooga & St. Louis and the extension of the Memphis & Charleston, which with the river hard by give three competing lines of transportation.

Now let us see what is in store for Deptford. It adjoins on the South the corporate limits of South Pittsburg, the smoke of whose three 100-ton furnaces, one mile distant, the southern breezes take northward. In effect Deptford gets the benefit of all the great industries of South Pittsburg, in which \$2,000,000 have been invested. Mr. Kelley and his confederates will not put any furnaces in their new town. They say they

do not want a coke oven or mining town. Smaller, cleaner, more varied and more scientific manufacturing will be introduced, and pains will be taken to make it desirable as a place of residence, not only for its own population, but for South Pittsburgers. The Deptford people do not imagine they must needs do everything in a hurry. They are conservative, thorough-going Philadelphians, who bought their land as long ago as 1888 and held it in anticipation of the development of the valley which their town will be the key to. They think the time has come to found their town and they will offer land at low prices as a bona fide investment. They propose to develop it according to the necessities. Water works, hotel, bank, electric light, etc., will follow the opening of the town. They have in mind such manufacturing enterprises as wagon works, furniture factory and cotton mills. The mountains are porcupined with hard woods such as would make Clem Studebaker green with envy. The company is offering exceptionally good sites for manufacturing, all the land facing the Memphis & Charleston and Nashville, Chattanooga & St. Louis railroads being reserved for that purpose.

The personnel of the Deptford organization is in keeping with the conservative, sensible policies I have been talking about. William D. Kelley is president; vice-president, Wm. R. Nicholson, president of the West Philadelphia Title & Trust Co.; treasurer, Arthur E. Newbold, of Wm. H. Newbold Sons, bankers, Philadelphia; secretary, James K. Polk, Nashville, Tenn. Henry Lewis, of Henry Lewis & Co., dry goods, New York and Philadelphia; Lewia W. Barringer, attorney-at-law, Philadelphia; Charles B. McMichael, assistant city solicitor, Philadelphia, and Charles W. Richards, manager of the Harvest Store Works, South Pittsburg, complete the directory.

The land sale will take place May 12th and 13th, under the direction of T. A. Frierson. The Philadelphians will come down probably in a special train. There will be also special trains from important Southern points. From all I can gather, the town boomers will be there in force. Deptford has not done much barrel head advertising, but there has been no end of quiet talk about it from Middlesborough to Birmingham, and the knowing ones take stock in it. With 70 miles of coal and iron, three 100-ton furnaces, 170 coke ovens, the cheapest materials and transportation in the South, a marvelously rich agricultural region to support Deptford, its possibilities along the lines marked out are enormous.

In conclusion I want to suggest a better name for this gateway of the Sequachee valley:

Kelleytown.

It was here that the future great Lehigh valley of the South unfolded to the prophetic vision of Father Kelley. Let the city his son establishes take his name.

CHARLES H. GRASTY.

THE Morton Safety Heater Co., noticed several weeks ago in the columns of the MANUFACTURERS' RECORD, made another successful test of their heater at Roanoke, Va., on Friday the 25th inst. The company proposed making the test on a passenger train of the Shenandoah Valley Railroad, but owing to the fact of the engine selected being disabled, two passenger coaches were brought into requisition. A number of railroad officials and newspaper men were present, and although the test was made under some disadvantages, the results were highly satisfactory. On Monday next there will be a meeting of the directory, when a decision will be reached as to location of plant and preparations made for the extensive manufacture of the safety heater.

ROCKWOOD.

The Pioneer Iron and Coke City of the South.

[Special Cor. MANUFACTURERS' RECORD.]

ROCKWOOD, TENN., April 26, 1890.

Millions are to be expended in building this city. I quote that sentence from the Rockwood Times of this week not only because it is true, but because it tells a story of "faithful perseverance in well doing" by men who knew what they were about, and who had faith in the results of well-directed energy and effort.

It was no mere chance that made this flourishing city the place it is. It was not luck, it was not a speculative mania, but it was cool judgment, business acumen, and a knowledge born of experience that determined the site of Rockwood and that established its foundations upon solid ground.

Rockwood can justly claim to be the pioneer city of the marvelous iron development of the South, for it was here that Gen. John T. Wilder, after a long and careful examination, determined to form a company to build coke ovens and furnaces, and to demonstrate to the world that the South could make iron cheaper than in any other part of the United States, if not in any other part of the globe. The reasons for this choice were that in Walden's Ridge and in close contiguity to it were coal in abundance, limestone in inexhaustible quantities, and rich fossiliferous ores in such plentifulness that generations might be employed in mining, in quarrying and in smelting these without going down deep into the bowels of the earth. So the Roane Iron Co. was formed, the furnaces were erected, and a period of iron making began that set the example by demonstrating the fact, and from this bold enterprise has come the wonderful outgrowth that is fast placing the South in the forefront of iron production.

Rockwood is no longer an experiment, but a substantial fact. It is a town of 35,000 inhabitants, and the number is steadily increasing. The Roane Iron Co., with one million dollars paid-up capital, have determined to build this into a great manufacturing city. For years they have operated two furnaces with great profit, and they have now under contract a third—of 100 tons capacity—that will be finished as soon as skilled workmen can complete it. A rolling mill, foundry and machine shop will soon be built. The Roane Iron Co. now pays out \$25,000 a month in wages, but this will be looked upon as a small sum when all the works they now have in contemplation have been completed and put into operation.

Rockwood is situated on the Cincinnati Southern branch of the great Queen & Crescent system of railroads and within four miles of the Tennessee river, which is navigable from this point to the Mississippi river. She has a solid town already built, with plenty of good churches and good schools; taxes are low; the population is moral and law-abiding; the climate is as mild and the skies are as bright as those of Italy. What more could mortal desire? Would any readers know more of this beautiful, prospering and industrially progressive place? Let them write to the Roane Iron Co. for a copy of its finely illustrated pamphlet, now ready for issue, and it will be promptly mailed. H. S. Chamberlain, Esq., of Chattanooga, is president of this company, and the directors are Gen. Sam Thomas, of New York, president E. T. V. & G. Railway; Hon. Abram S. Hewitt, ex-mayor of New York city; Hon. Edmund Cooper, ex-mayor of New York city; Hon. C. M. McGhee, of New York, president M. & C. R. R., M. C. Younglove, capitalist, Cleveland, O.; A. R. Forsyth, president First National Bank, Greensburg, Ind.; W. E. Rockwood, manufacturer, Indian-

apolis, Ind.; T. C. Montague, president First National Bank, Chattanooga; H. S. Chamberlain, president Citico Furnace Co., Chattanooga; Dr. W. E. Raht, secretary Citico Furnace Co., Chattanooga; D. E. Rees, vice-president Third National Bank, Chattanooga; C. W. Vinson, capitalist, Chattanooga. If any other company, South or North, has a more capable board of managers, the writer of the foregoing is not aware of the fact.

(We have received a copy of the pamphlet referred to in the above letter. Its statements and its illustrations are entirely in keeping with what our correspondent has stated.—ED.)

[Special Cor. MANUFACTURERS' RECORD.]

CHATTANOOGA, TENN., April 28, 1890.

The amount of enterprise that is now being developed through the South exceeds any former period in the history of our country. There is now hardly any branch of industry but what is represented, and a diversity of manufactures are to be seen in almost every section of the country. Of course, pig iron is taking the lead, and while large developments have been made in the past year, from present appearances the prospects are very clear that the production will increase from now on in a much greater degree than it ever has done. New furnaces are being started up all over the country. Extensive iron deposits have been discovered where a few years ago iron ore was not even thought of. Judging from the plants that are now being established, the amount of money that will be expended during the present year will not be far from four to five millions of dollars in blast furnaces alone, and so far as is now known, the men who are building them are men of large means, with ready money to consume all that they undertake. Of course, the effect upon the country cannot be other than to accelerate all other kinds of business. There is hardly any branch of business that will not be benefited by the expenditure of so much ready money in the different communities. In connection with the outlay for the purpose of constructing these furnaces, there is probably ten times more money being expended in the building up of new towns and the erection of new plants for other industries than at any time previous, and one of the most interesting articles that could be published concerning the South would be a full compilation of all these concerns, and the money that will have actually gone into them. Of course, this would be a very difficult piece of work to accomplish, and could only be done by some one who could give his undivided attention to it. Quite a prominent gentleman was heard to remark a few days ago that the MANUFACTURERS' RECORD came as near to doing this as was possible, and was by far the most able paper in advancing the interests of the South of any publication in the United States.

Concerning the question of steel making in the South, about which there has been so much written and so much said, both pro and con, it is no longer a question of possibility, but may be said to be one of absolute probability. There are at this moment several hundred thousands of dollars being expended for the purpose of bringing this question to a successful issue, and there are men who confidently state that in less than twenty years two-thirds of the pig iron produced in the South will be converted into steel. The ores that are found in what is known as the East Tennessee iron district have long been known as steel ores, and it has also been known that vast quantities of them exist in the mountains of East Tennessee and Western North Carolina, and these ores are much more available to the Pocahontas coke

region than the Western mills in the North are to the Pennsylvania coke. Of the availability of this coke there is no longer a doubt, nor is there any longer a doubt of the value of these ores for steel purposes. There are moneyed men who are proving their faith by their works in the erection of blast furnaces in East Tennessee for the reduction of these ores. It is a well-known fact that the Lake Superior ores differ from each other in grade and character, and it took some time for the producers in the North to learn their dispositions. The ores of East Tennessee and North Carolina also differ, not only from each other, but also from the Lake Superior ores, but it will be only a question of time, and a short time at that, when all their features will be fully developed and made as available for steel purposes as any of the Lake Superior ores. Of course, it will take some little time for them to be fully developed into the production of Bessemer iron, but men are in it who propose to see the end, and to bring this matter to a successful issue. In addition to this, the question of the conversion of our hematites (or what is more commonly known as Southern pig iron) into basic steel is now coming rapidly forward in different ways. The season of experiments upon these irons is now past, and the results have created a very great interest among Northern iron makers, and there is no doubt but what large plants will be erected in the interests of this industry, and it is certainly a question worthy the contemplation of all who are interested in the prosperity of the South, what the next twenty years will bring forth.

The Crisis.

Universal experience assents to the Shakespearean observation concerning the tide in the affairs of men, which, taken at the flood, leads on to fortune. This is true in a corporate as well as an individual sense. It is true of communities, it is true of industrial movements—new towns. Sometimes it has a wider application, and is true of States, nations, empires. Forces which have been set in motion at various times, and at different points, roll on with cumulative effect toward a common focus, and when that focus is reached the work of years is crowded into a moment of time. Every day, every hour, becomes big with destiny. Success or failure, triumph or disaster, hang trembling in the balances. Opportunity emerges from all her hiding places and stands full ready for the service of him whose heart is brave enough and whose arm is strong enough to grasp the prize. These are the times in history which have made men great, or rather have furnished the field for the display of those great qualities which Providence had provided for the hour and the necessity. It is just this kind of tidal wave which has swept upon this section and which is rapidly concentrating upon the several industrial centers throughout the length of this valley. We have fallen upon wonderful times. Unknown treasures, unexplored riches of mine and forest, unparalleled opportunities, have suddenly been found at our doors. Somebody has told the world and the world has begun to pour into our borders, bringing its energy and its wealth to figure magnificently in the arena of discovery and development. This wealth and energy is finding a lodgment and a field at many points more or less attractive. Buena Vista is the first and the best; but we must not rest alone on our superior advantages and attractions. The most gigantic and untiring exertions will be put forth by others, who believe as fully in their own resources as we do in ours. Every one of them will contend with us for the pre-eminence. Salem, Buchanan, Iron Gate, Glasgow, Basic City, Luray and even Lexington will shortly be ballooning about for

the highest place in the heavens, and jostling to become the cynosure of all eyes. Buena Vista, heretofore triumphant, must look well to her laurels now. Let every one of her friends exert a greater energy and display a larger liberality than ever before. Large industries can now be secured by liberal subscription. Let the money be forthcoming cheerfully and abundantly. Don't be afraid to take one dollar out of your pocket when by so doing you will put back two. "A long pull, a strong pull, and a pull altogether" just at this moment will give Buena Vista such a thrust forward, such an impetus, that she will never get over it.

Rally, friends; once, now, and altogether!! If we let 30 or 60 days pass by without doing something which will attract fresher and wider attention to Buena Vista, it is not unlikely that some of our neighbors will get a big slice of our birthright. It is much more difficult to recover lost prestige than to keep it when we have got it. We do not hesitate to say that the present moment is a crisis in the history of our new town. Remember, we have set out to make it not second, but first. Millions of money and rivers of energy have entered the lists to contend with us for this supremacy. As the price of liberty is eternal vigilance, so the price of success, we would say, is eternal hustling; and to hustle effectually we must all hustle together. Other towns may have the kind of men who are willing to hang back, do nothing, and then reap the benefit of the toil and sacrifice of others, but there are none of that stripe in Buena Vista. All of them are pioneers. They are found only in the front ranks. All that is necessary is to tell them that now is the time for a supreme effort, and Buena Vista will be securely lifted to the crest of the tide which leads on to fortune.—Buena Vista (Va.) Advocate.

Flax Manufacture in Minnesota.

The Business Men's Union is agitating the question of establishing plants in this city for the manufacture of flax into linen goods, and it is not improbable that an immediate effort will be made to utilize the vast amount of flax straw that is going to waste in this State. Their attention was first called to the advantages which Minnesota offered for all kinds of linen industries by Mr. Alfred Gilmore, a gentleman who has recently come to this city to live from Belfast, Ireland, and who has been extensively engaged in the manufacture of linen. His object in coming to this country was to stimulate the industry here, and he has for some time been seeking a suitable location for commencing operations. Upon arriving in Minnesota he found that last year 157,000 acres of flax were sown, and the indications are that the acreage will be larger during the coming season. At present nothing is utilized but the seed, the straw all going to waste. The straw will average about one and a-half tons to the acre, or in other words, the total amount of straw that was thrown away in this State was 245,500 tons. This is worth \$5 a ton for the fibre, so that the total loss to the farmer of this State was \$1,227,500. Mr. Gilmore goes farther and produces figures to show that flax is probably the most profitable crop that can be raised in the State. Mr. Gilmore's object is first to get the farmers interested in the subject of saving their straw and to let the manufacturers be an after consideration. There are about 200 pounds of fibre in every ton of straw, and Mr. Gilmore says that the demand is practically unlimited.—Minneapolis Commercial Bulletin.

Subscribe to the MANUFACTURERS' RECORD.
Price \$4.00 a year, or six months for \$2.00.

BEDFORD CITY, VA.

(FORMERLY LIBERTY.)

The Most Beautiful Residence Portion of this Growing City is

* LONGWOOD PARK, *

The Property of the Longwood Land & Improvement Co.

The property is within five minutes' walk of the N. & W. R. R. depot. It is intersected by broad, oak-shaded avenues, and divided into building lots averaging ninety feet front by 230 feet deep. A superb view of the beautiful Peaks of Otter visible from every part of the property. Prices range from \$6 to \$12 per front foot, according to location, &c.

No Better Investment can be made than in Lots in Longwood Park, at these Prices.

THE CITY HAS AN ESTABLISHED SOCIETY.

Churches, Schools and Academies, (among them the finest in the South,) Manufactures of many kinds, a magnificent supply of Free-stone Water, systems of Arc and Incandescent Electric Lighting, admirable Railroad Connections, a surrounding country of unlimited Mineral Resources and Great Fertility. For further information apply to

R. KENNA CAMPBELL, Gen. Manager

The Longwood Land & Improvement Company.

BEDFORD CITY LAND & IMPROVEMENT CO.

BEDFORD CITY, LATE LIBERTY, VA.

By special act of the Legislature of Virginia the Bedford City Land & Improvement Company was chartered with the most liberal grants of power. The company has been fully organized.

AUTHORIZED CAPITAL - - - \$1,000,000.

JAS. M. BERRY, (of Berry Bros., Tobacconists,) **President.**

R. B. CLAYTOR, (of R. B. Claytor & Co., Merchants) **Vice-President.**

J. LAWRENCE CAMPBELL, (of Burks & Campbell, Attorneys-at-Law,) **Secretary.**

S. M. BOLLING, (of Bolling, Wright & Co., Tobacconists,) **Treasurer.**

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SAMUEL GRIFFIN,

W. W. BERRY,

DR. W. W. SMITH, President of Randolph-Macon College,

REV. A. E. DICKINSON, D. D., Editor of the Religious Herald, Richmond, Va.

The Company is solvent and its business is conducted on the soundest business principles. It is not engaged in wild booming.

Only \$300,000 worth of stock has been offered to the public.

The Company owns nearly 800 acres, containing the best residence, business and manufacturing sites. The stock which is offered is in ten-dollar shares, payable \$2 per share cash when subscribed, \$1 each thirty days thereafter, until \$5 is paid on the share. For this the Company issues paid up non-assessable certificates of stock. The money thus raised is to be applied to the improvement of the property.

Bedford City is not an old field, but a thrifty, growing community, in the most healthful and beautiful mountain region in Virginia.

Mean yearly temperature 53.7; Winter, 44; Summer, 78.

A few miles from the peaks of Otter, it would be difficult to exaggerate the exquisite beauty of the scenery and the tonic quality of the atmosphere. Within a days ride of Boston, New York, Philadelphia, and a few hours from Baltimore, it presents unusual advantages for health seekers.

The present population is nearly 4,000. There are 30 manufacturing enterprises, large and small, in operation, and 10 new secured with capital provided, which go into work as soon as buildings can be put up and the plants erected.

On the Company's lands are the elegant Randolph-Macon Academy, the largest school for boys in the South, and the Jeter Memorial Institute for young ladies, which will be commenced within six months. The Norfolk & Western R. R. Co. will build a fine passenger depot near a first-class hotel, to cost \$75,000. Poindexter, the architect of the Academy, is now preparing plans.

The Bedford City Company offers the most beautiful residence sites in the western part of the town, in which direction it is rapidly building.

This is the safest and best investment offered anywhere in Virginia. It is a golden opportunity to get property in a splendid section, as rich in minerals as it is healthful and magnificent in the grandeur of its mountains.

A new railroad from Glasgow to Atlanta will be built. Its construction will begin this year. For further particulars address

J. M. BERRY, President of Bedford City Land & Improvement Co., Bedford City, Va.

The North Carolina Steel & Iron Co.

GREENSBORO, N. C.

OFFICERS.

President,	JAMES A. ODELL.
Vice-President,	JULIAN S. CARR.
General Manager,	J. J. NEWMAN.
Secretary and Treasurer,	SAM'L H. WILEY.
Attorney,	THEO. F. KLUTTZ.

Executive Committee.

J. A. ODELL.	A. B. ANDREWS,	J. A. GRAY.
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DIRECTORS.

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A. B. ANDREWS, Second Vice-President R. & D.	ident Yadkin R. R. Company, Salisbury, N. C.
R. R. Company, Raleigh, N. C.	JULIAN S. CARR, President Blackwell's Durham
JAMES A. ODELL, President Odell Hardware	Tobacco Company, Durham, N. C.
Co., Greensboro, N. C.	J. J. NEWMAN, M. E., President Dutch Creek
JULIUS A. GRAY, President Cape Fear & Yadkin	Mining Company, Salisbury, N. C.
Valley R. R. Company, Greensboro, N. C.	

This company owns the famous "Ore Hill" property in Chatham County, N. C., that has been noted as an iron property for more than a century. Ores from it were used in the manufacture of iron during the revolutionary war. During the late civil war the Confederate government selected this locality as the site of large iron and ordinance works, because of the exceptionally high grade of its ores.

The lack of railroad facilities has made impossible, hitherto, the profitable utilization of these ores on any large scale. The locality is now, however, made accessible by the Cape Fear and Yadkin Valley Railroad, which passes through the property.

Some of the most noted iron men in America have examined and reported on these ores, and so far as the directors of this company know, there has never been an expert report on it that was not highly favorable.

Prof. Charles D. Wilber, inspector of mines and mineral lands, formerly State Geologist of Illinois, and geologist and mining expert for the Northern Pacific Railroad, visited Ore Hill in 1884.

Extracts from his report and the opinions of Dr. E. Emmons, formerly State geologist of North Carolina, Prof. W. C. Kerr, State geologist, Prof. F. A. Genth, of Philadelphia, S. A. Richards, formerly Superintendent of Furnaces for the Joilet Steel Company, Mr. Thomas Graham, a prominent iron manufacturer of Philadelphia, and others, are published in the company's prospectus.

The Manufacturers' Record, of Baltimore, having learned of the proposed organization of this company, investigated, on its own account, the Ore Hill tract. The report of its expert, Mr. Thomas P. Williams, M. E., is also given in the prospectus.

The company recently employed Mr. Frederick H. Smith, of Baltimore, a noted mining engineer and mineralogist to examine the property. His report confirmed all that had been claimed, and he advised the company to build the furnaces. Mr. Smith is a man of such eminence in his profession that it would be superfluous to make any mention of the value of his report. He is a member of the American Society of Civil Engineers, a member of the American Institute of Mining Engineers, and an Associate of the American Institute of Electrical Engineers.

Coke for the furnaces will be brought from Pocahontas, 245 miles, by the Norfolk & Western and Cape Fear & Yadkin Valley Railroads, which will connect at the State line near Mt. Airy, N. C.

In the organization of the company its projectors had in view:

1st. The building of furnaces for the manufacture of iron and steel, and ultimately the building of rolling mills and other industries for the utilization of the product of the furnaces.

2nd. The acquisition of a considerable area of land around the locality that might be selected as the site of the furnaces, in order that the company might itself enjoy the results of its own work, by getting the benefit of the increase in real estate values that would follow the establishment of furnaces and other industries.

3d. The inauguration of a general development and town building enterprise, starting with an attempt to secure the location on its property of iron, wood, textile and other industries, thus bringing together an aggregation of factories and stores, and a continually increasing population, with the resulting need for land for business and residence purposes.

LOCATION OF WORKS.

The Company, after much deliberation, fixed upon Greensboro as being by far the most desirable place for the location of its works. It was selected because of its central location, its important railroad connections, its equable climate and remarkable healthfulness, its thrifty, enterprising and progressive spirit, and its unsurpassed advantages for general manufacturing. It is on the main line of the Richmond & Danville system, one of the greatest North and South lines. It is on the Cape Fear & Yadkin Valley Road, which, with the recent completion of its extension from Fayetteville to Wilmington, and the connection to be made next year at the State line near Mt. Airy, with the Norfolk & Western, will be an East and West trunk line, furnishing connection with the West, and a tidewater outlet. Another outlet to the sea will be afforded by the road the Richmond & Danville Company

is now building from Raleigh to Norfolk. The Winston and Wilkesboro branches of the Richmond & Danville, penetrating the Bessemer ores of Western North Carolina, have their starting point at Greensboro. Southeast of Greensboro are hundreds of thousands of acres of magnificent timber, uncultured, long-leaf pine and several varieties of hardwood.

With the impetus given it by this enterprise and with its advantages for iron and steel making and the manufacture of products using these as raw material, its advantages for woodworking shops of every sort, for textile industries and for manufacturing in general, together with its attractions as a place of residence, Greensboro ought to become one of the most important centers of industry in the South, the industrial and commercial metropolis of North Carolina.

TOWN SITE PROPERTY.

Before announcing its purpose the Company, through its agents, secured options on about 2,500 acres of very desirable property adjacent to Greensboro, some of it being within the corporate limits, and the whole of it being in an almost solid body. About 1,500 acres have already been purchased, and the remainder is being taken up as the options expire. The whole of it has been secured at an average price of \$25.00 an acre. This is no more than has been paid for the town site lands on which most of the industrial towns of the South have been built up, and in comparison with which this has the immeasurable advantages of extensive railroad connections and facilities unexcelled by any of them, an attractive, progressive town of 7,000 people to start with. Water works, gas works, electric light works, paved streets, churches and schools, elegant houses, an established society, and all the attractions that pertain to an old community.

EXTRACT FROM MR. SMITH'S REPORT.

"The city now containing 7,500 people, is at the crossing point of three railroad systems, giving inlet and outlet from and to six different directions, and with other lines in prospect. The Cape Fear & Yadkin Valley Road passes through iron bearing formations from Sanford, through Greensboro to Mt. Airy. The North Carolina Road is in iron bearing formations from near Durham through Greensboro to Wilkesboro, and is to be extended through Cranberry Iron Gap at an early day, while the main Richmond & Danville Road is in sight of mineral formations from Lynchburg, through Greensboro to Charlotte and King's Mountain, and via Salisbury to the Blue Ridge and French Broad iron ores.

The local features are such that a short belt railroad line will economically connect all the railroad systems throughout your Company's lands and afford access from all directions to the properties which are most admirably located for the building up of industrial enterprises.

With the iron ores in all directions, and the Deep River coal so near, and the Pocahontas and other Virginia coals and ores so soon to be reached via Mt. Airy and the Cripple Creek branch of the Norfolk & Western, and the early connection with Roanoke, I recommend the early construction of two furnaces of about seventy-five tons daily capacity at Greensboro, to be followed up by rolling mills, converter and other plant for utilizing the product of the furnaces. I suggest two furnaces because there is a large amount of ore within reach which will output better results if smelted for iron than for steel, while the other ores will make steel pig.

The rolling mill should be made heavy enough to roll steel, and the housings and power will thus easily cover rolls for larger sizes of iron.

Foundries and machine shops to further utilize the iron and steel products should come with the furnace and mill, and then car shops and other enterprises to use the iron in connection with the fine timber regions to which Greensboro has such easy and cheap access. Greensboro is the best converging point for a large territory that is rich in iron ores, coal and timber, and if these resources are properly availed of, there is a large development in sight."

LAND SALES.

Judging from the experience of other development enterprises, it would seem to be within a reasonable and conservative limit to expect within two years to realize from sales of lots, covering a comparatively small part of the total area of land purchased, an aggregate sum equal to the capital stock of the company. This, when added to the expected profit from this company's furnaces and other works, makes the opening for the investment of capital one of the most inviting that has been presented to the public since the beginning of the present industrial era in the South.

The company will build at once two furnaces, one to make Bessemer iron and the other mill and foundry iron.

ANALYSES OF ORES.

	Metallic Iron.	Phosphorus.
Prof. W. C. Kerr's report.	57.41	none
" " "	58.67	none
Dr. O. D. Allen.	59.63	.384
" " "	54.90	none
" " "	57.12	none
" " "	53.74	none
Crane Iron Company.	51.36	.219
" " "	53.16	1.331
Booth, Garrett & Blair.	60.90	.219
" " "	56.17	.430
S. A. Richards.	59.90	.038
" " "	67.48	none
" " "	68.74	none
Prof. F. A. Genth.	57.68	none
" " "	59.03	none
" " "	67.60	none
" " "	57.32	none
H. B. Nye.	54.80	.276
" " "	58.90	.038
Frederick H. Smith.	53.20	0.408
" " "	49	.037
" " "	60.48	.05

THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

Subscriptions have already been received for about \$300,000 at par. None of the stock will be sold at less than par. The proceeds will go into the treasury to be used for development purposes with a view to making valuable the company's lands.

It is probable that when one-half the stock (\$500,000) has been subscribed for, the books will be closed until after the first land sale.

For particulars as to time of payment, &c., address the company at Greensboro, N. C.

PIEDMONT, ALABAMA.

* Delaware's Southern City. *

IN THE VERY HEART OF BROWN IRON-ORE DISTRICT.

Full Paid Capital of the Piedmont Land & Improvement Co. \$1,250,000

Large Portion of which will be Employed Establishing Great Industrial Plants.

The following enterprises and industries are guaranteed by the **PIEDMONT LAND AND IMPROVEMENT COMPANY**, all of which are now well under way:

A 50-ton Charcoal Iron Furnace.

A large iron Rolling Mill.

A Car Wheel Works.

Three Saw Mills.

An excellent system of Water Works.

The best system of Electric Lights.

Graded and Macadamized Streets.

A \$35,000 Hotel Building.

A Bank Building, (for Bank of Piedmont),
the finest in Northern Alabama.

The Piedmont Land and Improvement Company have also closed contracts with two Eastern capitalists, who will at once erect forty dwelling houses, to cost not less than \$1,400 each, which will represent, when completed, together with the ground covered, an investment of over \$100,000.

These will be followed in the near future by the following, negotiations for several of which are now nearly completed:

Two 100-ton Coke Iron Furnaces.

A Basic Steel Plant.

A Large Planing Mill.

A Carriage and Wagon Factory.

A Passenger Car Works.

A Sewer Pipe Works.

A Brick Works, and several other industries.

Such are a few of the many advantages that Piedmont offers to the manufacturer and to the investor, who are cordially invited to come and examine for themselves.

FOR ADDITIONAL INFORMATION ADDRESS

Piedmont Land & Improvement Co.
PIEDMONT, ALA.

FORT PAYNE, Alabama.

★ COME TO ★

The NEW ENGLAND CITY of the South.

Climate Unsurpassed. Abundance of Pure Water. Drainage Excellent.

No Better Point in the Union
For Safe and Profitable Investment.

Situated on the MAIN LINE of the QUEEN & CRESCENT ROUTE, fifty-one miles Southwest of Chattanooga, and ninety-one miles North of Birmingham.
Elevation is from 895 to 1,600 ft above the sea, and above fever districts.

DeKalb County is entirely free from debt; taxes light.

Most liberal encouragement given to industries of every kind.

Iron Furnace and Rolling Mill will be constructed immediately, and other industries of various kinds are under contract.

Correspondence solicited from those who contemplate coming into the South to establish any kind of manufactories.

The different industries will employ at least two thousand skilled workmen, which will secure a population of over ten

thousand, independent of the many industries contemplated.

Iron of the best quality can be manufactured at as low cost per ton as in any other locality in the South.

Coal and iron are being developed rapidly of a superior quality.

Fine timber abundant and wood-working machinery of every kind can be profitably employed at this point.

The Company is prepared to give every reasonable encouragement to manufacturers who will locate at this point.

✉ Correspondence solicited.

CAPITAL \$5,000,000.

OFFICERS.

President, - - -	COL. J. W. SPAULDING
First Vice-President, -	HON. D. H. GOODELL
Second Vice-President, -	HON. HENRY B. PEIRCE
Secretary, - - -	C. L. T. STEDMAN
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Manager, - - -	C. O. GODFREY

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City, resides Fort Payne, Ala.

FORT PAYNE COAL & IRON COMPANY, Fort Payne, Ala.

FACTS ABOUT FLORENCE.

LOCATION.

Florence is in North Alabama, near the Tennessee line, on the Tennessee river, which is navigable here for large steamers. It is on the Memphis & Charleston Railroad, and the Nashville & Florence branch of the Louisville & Nashville Road.

AGGREGATE OF ADVANTAGES.

There are many places in the South possessing the advantages of a good climate, healthfulness, natural resources and manufacturing capabilities more happily combined and in a higher degree than can be found in any other part of the country. It is believed, however, that at no point in the South, and hence nowhere in America can there be found an aggregate of so many unsurpassed advantages and attractions as exist at Florence.

IRON AND COTTON MANUFACTURING.

Florence can make iron as cheaply as any place in Alabama. It has facilities for the manufacture also of cotton goods equal to those of any other place. Anything that uses wood as a raw material can be made here at as low a cost as anywhere in the South.

Thousands of acres of iron ore of a high grade within a few miles of Florence are owned by Florence companies. Limestone is quarried within the town limits. There is enough of it to last for ages.

Cotton mills would get a large part of their supply from the country around Florence. Cypress creek furnishes water power and mill sites enough to make Florence the Lowell of the South.

North of Florence, and up the Tennessee river, there are large areas of timber, embracing a wide variety of hardwoods—forests that the axe has never touched.

COMMERCIAL AND AGRICULTURAL FACILITIES.

Besides its industrial possibilities, Florence is a point of great commercial importance, and is becoming the center of an extensive mercantile business. It has the advantage of both rail and river transportation and of competing railroads. Several additional railroads are now under construction to open up new trade connections to Florence.

Florence is surrounded by a wide extent of fertile and productive country, as well adapted for farming, stock raising, fruit growing, truck farming, dairying, &c., as any in the world. Further, it has a climate that is delightful the year round. Its health record cannot be surpassed. It has no malaria. In fact, people who live here enjoy a remarkable exemption from ailments of every sort. It has an abundance of the purest water.

BEAUTY OF LOCATION.

For beauty of location Florence is without a peer. The Tennessee river at this point is as romantic and beautiful as the Hudson. The rolling character of the country, the slopes and hills and alternating valleys furnish a picture to charm an artist's eye. The lovely Cypress creek, a deep and rapid stream emptying into the river just below the town, presents at every turn in its tortuous course a scene of entrancing beauty. The views from some of the higher hills are as fair as the eyes of man ever rested on.

Limited space allows here only the briefest summary of a very few of the more important facts about Florence. For more detailed information write to either one of the following companies. Or better still, come down and see for yourself. Investigation is all that Florence asks or needs.

Lauderdale Manufacturing Co. Florence Cotton and Iron Co.

Florence Investment Co.

Florence Railroad and Improvement Co.

Florence, Ala.

GROWTH.

Florence is making more rapid progress, proportionately, than any other town in America. This is a strong statement but it is true. And its growth is on a solid and permanent basis.

SOLID GROWTH.

Florence is not undergoing any wild real estate boom. Its managers are not seeking to advance real estate prices. It is not their plan to get a quick return for the money they have invested, by the rapid sale of lots at unnatural prices. It is their aim to first build up a town, to locate factories and secure a permanent population, when land will have an actual value and sell at prices from which there will not be a subsequent disastrous reaction. At present real estate is much lower in price than in any other town in the South that has made half the progress Florence has made.

THIRTY NEW ENTERPRISES.

Within the last 12 or 15 months over 30 new industrial enterprises have been located at Florence, with an aggregate cash capital of about \$5,000,000. This remarkable growth is the result of efforts to induce people to simply investigate the attractions of Florence. Investigation and comparison with other places, on the part of any who are looking for a place in the South to locate, will in nearly every case result in the selection of Florence.

INDUSTRIAL ENTERPRISES IN OPERATION.

The following are some of the industries in Florence. Some of these are in operation; others are nearly ready for work and others have but recently commenced work on their buildings: One of the largest and best furnaces in the United States now in blast, and another under construction; a stove factory; a hardware company, with a capital of \$300,000, manufacturing fine building hardware, &c., the only factory of the kind in the South; a wagon factory, with capital of \$150,000; agricultural implement works; handle factory; woodenware factory; sash, door and blind factories; a cedar bucket factory; a pump factory; planing mills; a factory to make wooden butter plates such as grocers use; a flour mill; a cotton mill in operation, and a \$500,000 mill building and others projected; a jeans factory; a gingham factory; a woolen mill; a cotton gin; a marble company; a roofing and paint company; a shoe factory; a suspender factory; a compress, packet and ferry company; building and loan companies; a canning factory; brick factories; a dummy railroad company, and a number of other enterprises.

\$15,000,000 INVESTED.

The aggregate capital of the industrial, mercantile and development enterprises in Florence exceeds \$15,000,000.

A year ago the population of Florence was 2,000. It is now about 10,000.

There are more than 1,000 carpenters at work in Florence but they can't build houses fast enough to keep up with the increase in population.

INVESTIGATION AND INVESTMENT.

A number of the foremost capitalists and iron and cotton manufacturers, and others, of Philadelphia, Boston and other Eastern cities, after a thorough personal investigation, have just made heavy investments aggregating several million dollars in Florence.

TREDEGAR

AND

JACKSONVILLE, ALA.

• The Devonshire of the South. •

Richest in Resources of Soil, Climate, Water, Timber and Minerals, of all the Industrial Places in this Section.

—AMPLE RAILWAY FACILITIES.—

A Favorite Summer and Winter Resort. Beautiful Scenery. Excellent Fishing & Shooting.

SUPERIOR ACCOMMODATIONS AT THE NEW AND CHARMING TREDEGAR INN, Conducted by the Company.

Highest Educational Advantages are offered by Calhoun College and State Normal School.

TREDEGAR is supplied with Pure Mountain Freestone Water from Springs elevated 200 feet above the town. Complete System of Water Works. Fire Plugs throw a six inch stream 150 feet. Ample protection against fire. Cheap Insurance.

TREDEGAR and VICINITY are Noted for Genial and Cultivated Society. Elegant Country Residences and Fine Stock —and Jersey Farms Abound.—

—SULPHUR, CHALYBEATE, LITHIA and MAGNESIAN SPRINGS.—

At no other Point in the South are like Advantages, Opportunities and Inducements to be Found for the Establishment of

Charcoal Iron Furnaces,	Furniture Factories,	Sandstone Quarries,
Coke Iron Furnaces,	Wagon Factories,	Additional Lumber Mills,
Rolling Mills,	Fire-brick Works,	Additional Planing Mills,
Foundries & Machine Shops,	Potteries,	Additional Tanneries,
Paper Mills,	Limestone Quarries,	Cotton Mills, Woolen Mills.

Tredegar and Jacksonville are on the East Tennessee, Virginia & Georgia, the East and West of Alabama and the Blue Mountain Mineral Railways. Ten miles from Anniston, 4 hours from Birmingham, 6 hours from Knoxville, 6 hours from Atlanta.

GREAT OPENING FOR A VARIETY OF SMALL INDUSTRIES.

For Full Particulars Address

J. W. BURKE, Pres't, or COLDSMITH BERNARD WEST, Gen. Man'gr.

Jacksonville, Calhoun Co., Alabama.

Morristown, Tenn.

The Plateau City of the Great Valley of East Tennessee

is beautifully located on a plateau of Bay's Mountain, about equi-distant from the Cumberland Mountains which bound East Tennessee on the northwest, and the Alleghany Mountains which bound it on the southeast, and is 300 feet above Holston River, which washes the north base of the plateau three miles from the city. Its mean elevation above sea level is about 1,350 feet, while the hills and mountains immediately surrounding it rise to an altitude of 1,935 feet, affording views of surprising extent and grandeur, and at the same time so modifying the temperature that the thermometer rarely registers higher than 90° in summer or lower than 10° in winter. Its drainage is admirable, and malaria is unknown. It has nearly trebled its population since 1880, having now about 4,000 inhabitants. It is the commercial and business center of the richest and most extensive agricultural district in the State, where all the cereals and all the grasses

and tobacco are grown to perfection, and where fruits and berries abound. It has hundreds of thousands of acres of uncultured forests accessible to it, abounding in Poplar, Pine, Hemlock, six varieties of Oak, Chestnut, Hickory, Cedar, Maple, Birch, Beech, Sycamore, Gum, Locust, Laurel, Buckeye, Mulberry, Ash, Cherry and Walnut. The Celebrated East Tennessee Marble underlies a part of the city, and it is surrounded with rich deposits of Iron Ore, Manganese Ore, Zinc Ore and Lead Ore. It has been said by one who has made a study of the subject, that within a radius of 50 miles around Morristown every variety of iron ore in the United States can be duplicated, and a coke can be made equal to Connellsville coke. We claim without hesitation that Morristown has in its immediate vicinity richer mineral ores, and a greater variety of them, than any city on the Continent.

MORRISTOWN

has Railroad Facilities equal to any city between Lynchburg and Chattanooga, and they will be speedily increased by the completion of the Carolina, Cumberland Gap & Chicago Railway, making the shortest possible railway route between the great cities on the Ohio River, Cincinnati and Louisville, and the seaboard cities, Charleston, Port Royal and Savannah. Besides, the Baltimore & Ohio Railway will probably extend a branch to it from Lexington, Va., and the Tennessee Midland will in all probability be built to Morristown, and a line be built giving direct connection with Atlanta.



MAP SHOWING RELATION OF MORRISTOWN TO THE COUNTRY AT LARGE.

MORRISTOWN

has a citizenship composed almost exclusively of native born Americans. It boasts a splendid system of Graded Schools, Five Commodious Brick Churches, the finest Courthouse in Upper East Tennessee, an Opera House that will seat 600 people, two Solid Well Managed Banks, a flourishing Building and Loan Association, two of the Largest Commercial Flouring Mills in the South, Stove Works, an Agricultural Implement Factory, two Wood-working Factories, a Tobacco Factory, a Carriage and Wagon Factory, and many industries of lesser note.

It is lighted with electricity, and has water works under contract, and is now inaugurating a system of street railways. Its climatic advantages, its unsurpassed record for healthfulness, its abundance of pure water, its central and beautiful location, its transportation facilities, its fruitful agricultural surroundings, its contiguity to rich and exhaustless fields of iron, manganese, zinc and lead ores, marble, coal and timber, mark it as a place destined to be the commercial, manufacturing and railway emporium of Upper East Tennessee, Western North Carolina and Southeastern Kentucky.

To expedite this destiny the city authorities have wisely exempted from taxation for ten years all manufacturing establishments that will give employment to fifteen or more persons, and the county authorities have done the like, so that manufacturing establishments will be exempt from all taxation for ten years, except the merely nominal tax for State purposes. There has been no "boom" or inflation of prices at Morristown, and, as it possesses within itself and contiguous to it almost every element of wealth, it now presents the most inviting field for investment of any city in the South.

Persons who may desire fuller information can obtain it by calling on or addressing

MONTVUE LAND COMPANY

POSTOFFICE BUILDING,—MORRISTOWN, TENNESSEE.

DENISON, TEXAS.

The "Yankee" City of the Southwest,

— AND —

* GATEWAY *

— TO THE —

GREAT STATE OF TEXAS.

The City of Denison presents the Finest Opportunity of any City in the Southwest for the Investment of Capital in Large or Small Sums.

DENISON is situated in Northeastern Texas near inexhaustible beds of coal and iron, surrounded by the finest fruit lands in the world, and adjoining the INDIAN TERRITORY, which, in the nature of things, must in a few years be opened to settlement.

The growth of Denison has been a natural one, the city having reached its present size—16,800 population—in sixteen years.

The city is regularly and beautifully laid out. Railroads run from it in four different directions. The Missouri, Kansas & Texas alone does an enormous business, having 54 miles of switch track in Denison, employing 500 skilled workmen and disbursing \$150,000 a month in wages.

The first public school in the State was established here, and the city's elegant two and three story brick school buildings, surrounded by attractive grounds, are well arranged for the use of the white and colored children. Its schools are in session ten months in each year.

We have sixteen church societies, seven of which are colored.

The city is well supplied with pure water from its numerous private wells—dug in the ground—and its first-class system of water works, giving the citizens ample protection against serious loss by fire, and enabling the insurance companies to rate the city first class as to fire hazard. Rate of taxation low.

The city has four miles of street railway, with six miles now building to be operated by steam motor; has two electric light companies and a telephone plant. It has an influential New England colony, and counts among its citizens people from every State in the Union.

A large hotel, to cost \$125,000, is to be erected here this year, and a large steel plant with \$2,000,000 of capital is contemplated.

30,000 bales of cotton were shipped from Denison in 1888. 200,000 baskets of strawber-

ries and several carloads of peaches and other fruits have been shipped to market this season.

The Denison Canning Co., capitalized at \$100,000, has one of the largest canning factories in the country.

A cotton mill company with a capital of \$500,000 is building a 25,000-spindle cotton mill.

The climate of Denison is magnificent, situated nearly 800 feet above sea level. In summer it is warm, but far cooler than many cities farther North, and from 6 P. M. until after sunrise it is always cool. The city is very healthy.

The capacity of the ice factory has been increased from a daily output of 15 tons to 30.

The Denison Land & Investment Co. is prepared to give every reasonable encouragement to manufacturers, and solicit correspondence from such manufacturers as contemplate coming into the Southwest to locate.

Address all communications to

THE DENISON LAND & INVESTMENT COMPANY,

DENISON, TEXAS.

Paid-Up Capital, - - - - - \$1,200,000.

OFFICERS:

W. P. RICE, President.

MILTON H. FRENCH, Vice-President and General Manager.

ARTHUR L. BERRY, Secretary and Treasurer.

DIRECTORS:

W. P. RICE, Kansas City, Mo.
J. M. FORD, Kansas City, Mo.
A. R. COLLINS, Denison, Tex.

B. J. DERBY, Burlington, Vermont.
PAUL LANG, Oxford, N. H.
M. V. B. CHASE, Augusta, Maine.

MILTON H. FRENCH, Thomaston, Maine.
A. H. COFFIN, Denison, Texas.
JOS. B. LINCOLN, Boston, Mass.

DALLAS, TEXAS,

OFFERS SPECIAL INDUCEMENTS TO

Manufacturers and Investors.

Dallas has a Population of Over 60,000 People,

And being the commercial and financial center of the richest country in the United States, it affords a large home market for manufactured articles; and being well situated for cheap fuel with abundant raw materials, cheap homes for employees and unsurpassed railroad facilities to all parts of the State and all adjacent States and territories, it is undoubtedly one of the best places for manufacturing in the southwest.

The Dallas Manufacturers' Aid and Improvement Co.

Has been organized for the purpose of promoting manufacturing. The Company has purchased **400** acres of land in North Dallas, near the city limits. This land is elevated, has good drainage and an abundance of fine water, and has ample railroad and switch facilities. A part of this has been set apart to be used as **Sites for Factories**, and a part will be **Platted into Lots**, which will be sold to operatives, or on which houses will be built to be rented to operatives.

The company will take stock in manufacturing enterprises, and will give sites **FREE**. The company is composed of the leading bankers and merchants, the wealthiest and most progressive citizens of Dallas. With all the natural advantages possessed by this locality, supplemented by the inducements that will be offered by this company, the opportunity presented to manufacturers is an extraordinary one. For information write to the

Dallas Manufacturers' Aid and Improvement Co.

711 Main Street, DALLAS, TEXAS.

DENISON, TEXAS.

THE
Future Manufacturing and Commercial Center

OF THE
GREAT SOUTHWEST.

DENISON SUPPLIES THE COAL FOR TEXAS.

She has at her gates the only **COKING COAL** of any value in the Mississippi Valley. To the Southwest lies the best **MAGNETIC IRON ORE** in the world, while to the north and Southeast are fields of **BROWN HEMATITE ORE** of the finest grade. These ores must meet the **COKE** and **COAL** at **DENISON** and there to be worked.

DENISON cannot be surpassed for **HEALTHFULNESS** and **BEAUTY** of location. Six divisions of railways terminate at Denison and are operated by her citizens.

DENISON has an abundant supply of pure, soft water and plenty of good, cheap **BUILDING MATERIAL**.

The attention of investors and those seeking advantageous locations for business or for manufacturing plants is invited to the opportunities presented at Denison.

MUNSON & BRO. HAVE SUPERIOR FACILITIES FOR THE SAFE AND PROFITABLE INVESTMENT AND HANDLING OF CAPITAL.

For information about **DENISON** and for bargains in **BUSINESS** and **RESIDENCE PROPERTY**, **ACRE PROPERTY** and **FARMS NEAR THE CITY**, write or call upon

MUNSON & BRO.

301 WOODWARD STREET,

DENISON, TEXAS.

Six Trunk Line Railroads at BESSEMER

✻ In the heart of Mineral Alabama, encircled with hills of Coal, Iron and Limestone Rock. ✻

"The South is the coming El Dorado of American adventure. May the Almighty speed and guide her onward progress!" So wrote the Hon. W. D. Kelley, M. C., of Pennsylvania, a few months ago, and every day brings forth new evidence to prove the correctness of his prediction and to show that without a doubt the South is to be the richest country upon the globe. In climate, soil, mineral and timber wealth, in rivers large and small, in a long seacoast, in abundant rainfall, in healthfulness and in every other advantage that could be asked nature seems to have done her best for this favored land. The wealth in iron and coal is beyond estimate. Of timber there is an unlimited supply, including nearly every variety of hardwoods for woodworking purposes.

WHERE
MONEY
WILL
GROW!

Seven Furnaces, output 1890, 250,000 tons; Rolling Mill, 100 tons daily; Fire Brick Works, 25,000 daily; Many Lesser Industries

Offers Thirty Varieties of Hardwoods for Woodworking Industries.

11,000 City Lots For Sale.

The Bessemer Land & Improvement Co.

this new year, are prepared to deal liberally for the founding of Iron and Woodworking industries in this growing Mining and Manufacturing Center.

H. M. McNUTT,

Secretary.

President.

MIDDLESBOROUGH,

***** **KENTUCKY.** *****

"The Wonder of the Age in Town Building."

The Future Iron *and* Steel Center of America.

THE PASSAGEWAY FOR RAILROADS BETWEEN THE WEST AND THE EAST.

A SOURCE OF COKE SUPPLY FOR THE SOUTH AND WEST.

THERE ARE NOW UNDER CONTRACT:

A Basic Steel and Iron Plant, daily capacity 300 tons, to cost \$1,000,000 and to employ about 1,000 hands,

An Iron Rod Mill; A Sheet Mill; A Nail Mill.

Two Coke Iron Furnaces, 150 tons daily capacity each, and one Charcoal Furnace.

A \$500,000 Tannery—the largest in the world

Fourteen Coal Mining Enterprises, to employ about \$2,000,000 capital.

A Dozen Wood-Working Enterprises.

A Twelve-Mile Belt Railroad.

Tile Works, Fire and Building Brick Works, and a dozen or more other enterprises.

\$18,500,000

Already Invested in the Development of Middlesborough.

Other New Industries are Being rapidly added to those already in operation and contracted for.

COAL, IRON, TIMBER
AND OTHER RAW MATERIALS.

DELIGHTFUL AND HEALTHFUL MOUNTAIN CLIMATE,

WHERE MALARIA AND THROAT AND LUNG TROUBLES ARE UNKNOWN.

Elevation from 1,300 to 2,400 feet above the Sea Level.

SURROUNDED BY VALLEYS OF RICH AND PRODUCTIVE FARM LANDS.

SEND FOR CIRCULARS, PROSPECTUS, MAPS, ETC., TO

MIDDLESBOROUGH TOWN COMPANY,
MIDDLESBOROUGH KY.

LAREDO.

An Ancient Spanish Town in Texas.

Product of a Boom Inaugurated under Royal Auspices more than a Hundred Years ago.

A Boom That Went to Sleep, but Has Now Been Awakened and Revivified by Touch of American Genius.

Once a Rude and Scattered Mexican Village—Now a Handsome American City with all the Concomitants of Civilization and Progress

Comparative View of Its Past and Present—Its Evolution from a Mexican Caterpillar to an American Butterfly—Some Interesting Facts in its Early History.

Union of the Old and New—Luxurious Modern Homes and Mud Jacals—Electric Lights Illuminating Adobe Houses a Century Old—Effect of Electric Cars on the Mexican Mind—"No Mooly! No Mooly!"

A New Order of Things—Progress and Energy—Life and Vim and Enterprise—Factories and Modern Stores—Railroads and Banks and Hotels—The Men who are Doing It—Secretaries Blaine and Windom Owners of Laredo Lots.

A Gateway Between Two Nations

[Written for the MANUFACTURERS' RECORD.]

The other day I stood on a bridge that unites the two great republics of North America, spanning the rushing waters of the Rio Grande, whose sinuous current marks the boundary between the United States and Mexico. It was only a few hundred feet to either end of the bridge, one resting upon Mexican soil, the other upon that of our own great country. It was but a five minutes' walk to reach the territory of either of two nations as totally unlike and as widely apart as if an ocean rolled between them. In ten minutes one could pass from an American to a Mexican town and encounter conditions and surroundings as strange and novel and foreign as if he had crossed oceans and mountains and intervening lands to find them.

The river here cuts in two the ancient Spanish town of San Agustin de Laredo. When the territory of Mexico was dismembered by the severance of Texas, the

municipal offices and the principal part of the town were on the north side of the river. This part of it retained the name by which the whole had formerly been known, Laredo, and that part of the town remaining under Mexican jurisdiction was called Nuevo (New) Laredo. And by these names the two towns are known now.

Until within the last few years Laredo had remained as distinctively a Mexican town as if it had been on the other side of the river. Ten years ago its population was almost exclusively Mexican, with Mexican habits and customs and modes of life. Only Mexican money was used. English was virtually an unknown tongue. Around a central plaza and on narrow, unpaved streets running from it, were rows of adobe houses, one-story high, with flat roofs covered with dirt, and having mostly only dirt floors. Away from the town center were scattered huts, partly hid in the mesquite brush, with no floor but the ground, and only one room. Communication with the other side of the river was carried on by means of a dilapidated ferry-boat. Water for household purposes was brought from the river in casks drawn by burros. Goods to supply the needs of the inhabitants of the town and the surrounding sheep ranches were brought more than 150 miles from San Antonio or Corpus Christi in ox carts or on the backs of burros. There were no public buildings. There was scarcely a dream of change or progress.

Such was Laredo ten years ago. Now there are railroads, hotels, electric cars, electric lights, water works, steel bridges across the river, mills and factories, large wholesale houses, handsome retail shops, two and three-story brick stores, fine residences, churches of all denominations, public and private schools, costly public buildings, daily newspapers, telegraph office, telephone, and several thousand Americans. Under the magic influence of American brains and money the town has entered upon a veritable American boom—nay, the boomiest sort of an American boom, a Southern boom,—and the process of modernizing and Americanizing this hitherto sleepy old Mexican town is going on at a continually accelerated rate.

And yet enough of the former conditions remains, and will for many years, to give to life here a foreign and ancient tinge. The developments that have taken place and are in progress have been not in, but adjacent to, the old town, which still stands as a Mexican quarter in all its former quaintness and dilapidation. The narrow streets without sidewalks, the mud-houses, the rows of little stores with signs in a foreign language, the market women selling peppers and fruits, the *tamale* and *chili con carne* stands, the unceasing chatter in a mongrel Spanish, with rarely the sound of a word in English, the unintelligible cries of the fruit and candy boys who seek to call attention to their *dulces* and *naranjas*, the strange costumes, the dejected burros bearing with patient meekness their towering loads;—all these unaccustomed sights and sounds, features of the old part of the town, exist as they have for generations, and they give to Laredo an interest and novelty that are likely to cause the prolongation of a visit here far beyond the limit of time originally fixed upon.

Laredo is the county seat of Webb county. It is also the seat of government of the adjoining county of Encinal, which has not yet reached the full measure of the dignity of county-hood. All the county and town records were kept in Spanish up to 1873, and the change to English was only made then in obedience to legislative requirement.

Some of the ancient Spanish documents furnish interesting reading. The oldest of them is the decree issued by the crown of Spain in 1767, establish-

ing the town of Laredo, and making the grants of land to the original settlers. A settlement was made here in 1750, the locality having been chosen by an officer of the Spanish army. In 1767, the government ordered an official investigation of the settlement, in order to learn if the locality selected and the conditions and prospects of the settlement were sufficiently favorable to entitle it to the usual grants of land and royal privileges and protection; and if so to determine the areas and boundaries of such lands, and lay down rules for local government.

The report of the commission appointed for this purpose makes a bulky document, bearing the title "*La General Visita de la Villa de San Agustin de Laredo: Año de 1767.*" The opening paragraph (translated) recites that: "We, Don Juan Fernando de Palacio, Knight and Commander of the Order of St. James, Major General of the Royal Armies of His Majesty, Governor and Captain General of the Colony of New Santander, Sierra Gorda, its missions, military posts and frontiers; and Don Jose de Ossario y Llamas, Secretary of the Royal Council; commissioned by His Excellency, the Marquis of Croix, Viceroy, Governor and Captain General of this Kingdom of New Spain, for the visitation of said colony; do hereby certify," &c. The paper embodies reports of surveyors and the final decree, in which are designated the names of heads of families, with the area and boundaries of land granted to each for grazing purposes, the town limits, and the land in the town set apart for public uses and granted to the municipality, rules and regulations to be observed by the citizens of the new town, &c.

The boundary of the city was established, and embraced several thousand acres of public lands, the property of the city, to be sold or leased from time to time, as a means of raising revenue for public improvements, &c. Every head of a family among the settlers was given a town lot on which to build a house, and outside of the city limits a large area of land on which to graze his stock. These allotments of land were termed *porciones*, and every *porcion* was made to front on the river, running back in long narrow strips. They were of the uniform size of 1,000 varas wide by 30,000 varas long, making about 5,200 acres (a vara is 33 inches).

The location and area of a central plaza were designated and it has remained a public square to this day. In an enumeration of the duties of the citizens it was ordered that "first of all they shall devote themselves with all diligence and care to the erection of a church in the designated place, to worship God with greater reverence and piety, applying to this pious and Christian object, if necessary, a portion of the lands set apart for the town, by cultivating the same and applying and expending their produce to the said building, and thereto may be applied also, for the present, the money collected at the canoe ferry across the river." The church was built, and was afterwards burned, but was rebuilt on the same site. The second building is now standing and is the leading Catholic place of worship. In regard to the canoe ferry mentioned; it is decreed: "And which ferry we do hereby declare common property of the town, for which reason householders and inhabitants of the same shall not pay any charges at the crossing but shall be responsible for keeping the same in order, and for strangers crossing the river we fix the charge at two reals (twenty-five cents) per head and at one real for each package of freight." This exclusive privilege of carrying passengers and freight across the river, within the corporate limits, is still retained by the city. It granted to the Mexican National Railroad Co. the right to build the railroad bridge that is now used; and the foot and tramway bridge was constructed and is

operated under a lease of the franchise from the city, at \$5,000 a year.

It is interesting to note the order directing that the four principal streets leading from the central plaza "shall be ten varas (about 27 feet) in width to allow easy passing on horseback." The streets in the old quarter are to day just as they were laid out then. Of course in the modern part of the town the streets are the usual modern width. Many of the houses are standing as they were built then.

The land on this side of the river granted to the municipality for public uses remained in the city's possession almost intact until a few years ago, and some of it is still held. This is probably the only town in America where a man can buy building lots that have had no change of ownership for 120 years, and where the deed to him will be the first instrument, conveying title to the property, recorded since the entry of a royal patent issued nearly a century and a quarter ago. Since discovering this interesting fact (of which I was not aware until I had gone over these old Spanish documents) Laredo real estate has assumed an added value, and I am fired with an eager desire to own some lots for the novelty of the thing. People who are afflicted with the craze for antiques can find here something old that is decidedly new. There has been a surfeit of ancient china and dilapidated sideboards, and here is a chance to gratify the yearning for things of the past in a new and novel direction. Instead of wasting our substance on decrepit clocks and ancient spinning wheels, let us buy Laredo lots! And by the time we shall have grown tired of keeping them as curios, we shall be able to sell them to build houses on for two or three hundred times their cost.

Ten years ago Laredo was the Laredo of a hundred years before. The customs and manners and usages were the same; the architecture was the same; the domestic arrangements and appliances were about the same. The town had gone on in its slow and sleepy way in an unchanging routine of life, from generation to generation. Within the last decade, however, or rather within the last two or three years, it has undergone a revolution. Its century of inertia would seem to have been spent in storing strength, and now, awakened from its lengthened sleep by the unaccustomed sounds of modern progress, it has entered fresh and vigorous, and with impetuous energy, upon the work of self advancement and development.

FROM 1880 to 1890.

Early Railroad Movements and Their Inspiring Effect.

Laredo has long been an object of attention from outside. It has for years been recognized as the natural passage-way between the United States and Mexico. The first roads projected to the Rio Grande, southward in Texas and northward in Mexico fixed upon Laredo as their objective point. Nearly twenty years ago Jay Gould undertook to establish railroad connection with Mexico by a system of roads designed to cross the Rio Grande at this point, the work on which was arrested by the panic of 1873. The iron bridge piers put down in 1872 are still standing but a few feet from the bridge now used by the International & Great Northern Road.

The first road to build to Laredo was the Texas-Mexican, the starting point of which was at Corpus Christi, on the Gulf coast. The completion of the line in 1881 had an immediate awakening influence upon the business of the town, which was given a further impetus by the advent in the same year of the International & Great Northern, running from the northeast corner of the State southward through Austin and San

Antonio. It was expected that within two or three years after this a through line from Laredo to the City of Mexico would be completed. There were short lines in operation covering much of the way, and a company of English and American capitalists (the Mexican National Railroad Co.) was building connecting links to fill up the intervening gaps. Unfortunately, however, there arose dissensions in the management and the work ceased. It was not resumed for several years, and was not finished until November, 1888. Meanwhile two other roads were pushing vigorously northward, one to Eagle Pass and the other to El Paso. Both of these points were reached and connection made with American roads two or three years before the Laredo line was

TWO STAGES IN LAREDO'S GROWTH.

There have been two distinctly marked periods in Laredo's advancement. The first began with the opening of railroad communication in 1881; the second was entered upon a year and a-half ago. Up to that time, the summer of 1888, the growth of the town since 1881 had been an unaided development, a gradual increase in population and in commercial and industrial enterprises, and a consequent improvement in conditions. The town grew steadily because its peculiar advantages as a commercial center and for certain kinds of manufacturing were such that it couldn't help growing as soon as the introduction of railroads made possible the utilization of these advantages; it grew slowly, though, because

town, and carry out their plans on a broader scale than had at first been contemplated, they secured the interest and co-operation of a number of outside capitalists and organized The Laredo Improvement Co. This company bought from the city most of its remaining land and inaugurated vigorous measures for bringing about a more rapid increase in population, and thereby making their property valuable.

With the introduction of modern progressive ideas, Laredo blossomed into a progressive town after the modern model.

THE OLD WAY AND THE NEW.

The two periods in the town's life since it was aroused from its century of slumber in 1881 aptly illustrate the difference between the new and the old methods of city

has in the last year and a half done more in the way of material advancement than would have been accomplished in 20 years or longer under the old conditions.

LAREDO'S POSSIBILITIES.

Why it Has Grown and Why it Will Continue to Grow.

Some Account of Its Trade Opportunities, Its Resources for Manufacturing, and The Agricultural Capabilities of The Country Around It.

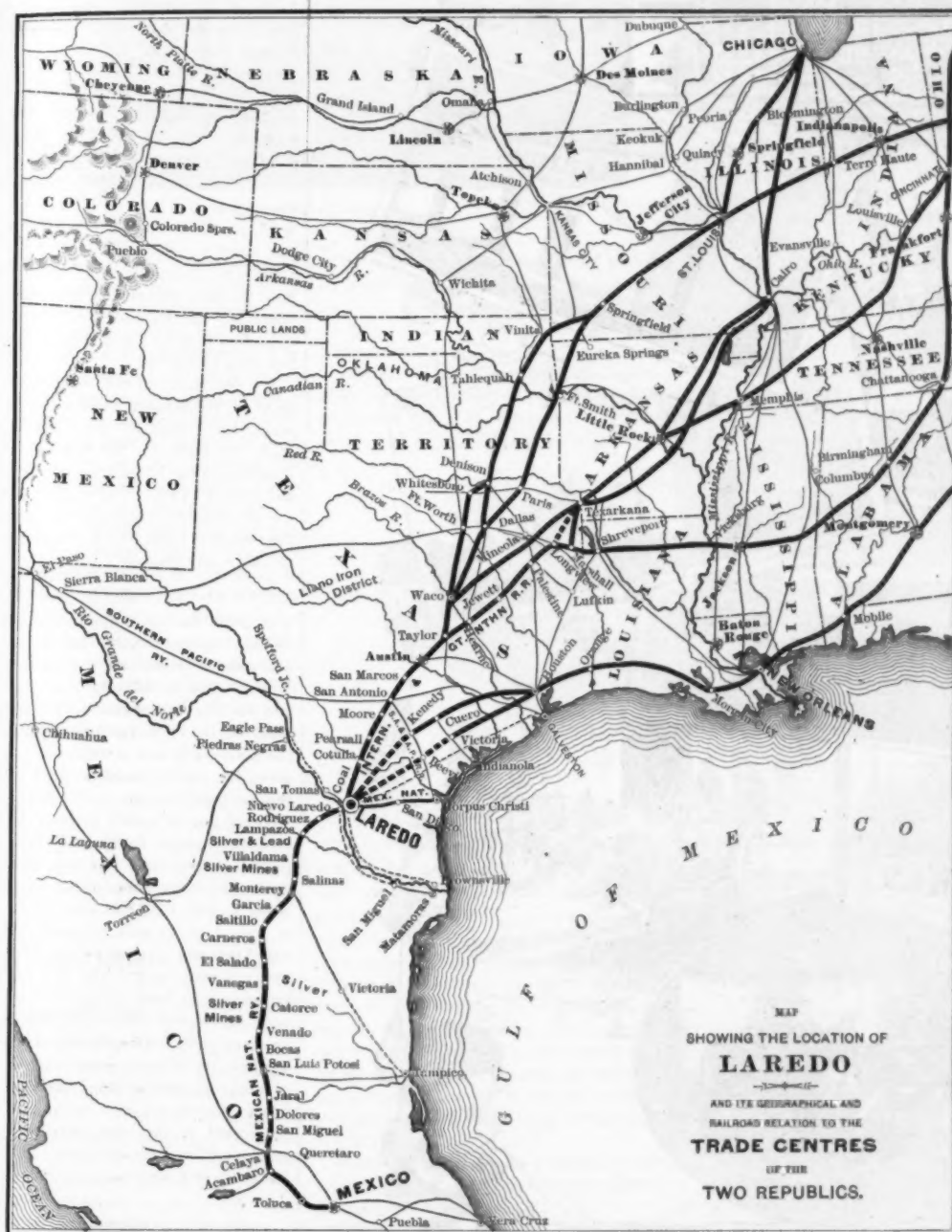
Laredo bases its hopes of future greatness on a threefold foundation; COMMERCIAL, INDUSTRIAL, and AGRICULTURAL. It expects to become the distributing point for the supplies of a wide area of country, the population and needs of which will rapidly multiply. It expects to become a large manufacturing center for the production of such goods as find their raw material and their market near at hand; and it expects the country in both republics, of which it is the center, to become populous and wealthy as an agricultural and fruit-growing area.

A review of some of the reasons for these hopes will make plain the fact that they are well founded.

COMMERCIAL.

Laredo the Natural Source of Supply for Mexico and Southern Texas.

To say that a large commercial city must necessarily grow up somewhere on the Mexican frontier is to state what would seem to be a self-evident truth. Mexico is an exporter of raw materials and an importer of manufactured products. Its factories are few and crude, and nearly all articles in common use are imported. The bulk of these imports has heretofore come from English and European manufacturers. This is an abnormal condition of things, and cannot be permanent. For Mexico to pay the cost of carrying its goods across the ocean, when they can be had of as good quality and at as low cost at its border, without the expense of carriage, is an arbitrary and unnatural custom that must give way before the inevitable and unvarying operation of the laws of trade. And in fact the change is already in progress. Since the opening up of railroad communication with the United States, across the Rio Grande, there has been a rapid and steady increase in the shipment of American goods into Mexico. Drummers from western cities now travel regularly through the northern States of the Republic, and are working up a constantly increasing business in hardware, dry goods, furniture, groceries, &c. The possibilities of expansion in this direction are almost without limit. If only the present needs be supplied mainly from the United States, there is room for the multiplication almost indefinitely of our present trade, as European goods are supplanted by ours, but the wants even of the present population can be increased. Northern Mexico has not an advanced civilization. The manner of life is for the most part, primitive, crude. This is due, not so much to poverty, as to lack of contact with the outside world and consequent ignorance of higher modes and conditions of life. The people, however, are absorbing American ideas and adopting American methods of dress and household surroundings. They are able largely to buy what they need. It only remains to implant and cultivate the sense of need. As an illustration of this: A Laredo dealer in furniture, a few months ago started out to see if he could not sell his goods in Mexico. His friends and his competitors laughed at him and predicted that he would not sell a dollar's worth. Before he got



completed. As a natural consequence the tide of travel and traffic between the two countries sought these two routes, and both El Paso and Eagle Pass leaped into conspicuous prominence.

Just a little more than a year ago the Mexican National Co. completed its line between Laredo and the City of Mexico, connecting at Laredo with the International & Great Northern, and thus opening up a line of communication by the most direct route between the United States and all the important cities of Mexico. Since that time the railroad traffic between the two countries has been gradually finding its way to this as its shortest and most natural course.

it was so little known and nothing was done to bring to the knowledge of the outside world its capabilities and attractions. In 1887 a few progressive and energetic men, foreseeing Laredo's future, came here and formed the Laredo Real Estate & Abstract Co., and bought from the city some of the property that had lain unused for generations, the title to which had been affirmed by judicial decree and legislative enactment after Texas became a State. They began advertising throughout the State, and directed to Laredo such attention that the rapid growth of the town and the success of their enterprise were quickly assured. In order to acquire all the available land in and immediately around the

growth—the one by slow accretions and in an uncertain, hap-hazard sort of way, the other a planned development, a rapid and sure expansion, the outcome of design and skill and effort. Nowadays towns don't grow; they are made. Town building has come to be as distinctive an industry as iron making. The growth of a properly located town is accelerated just as the business of a cotton mill or shoe factory is increased.

And so, through the organized and systematic work of the Real Estate & Abstract Co., and The Laredo Improvement Co., the application of business principles, and the utilization of a proper knowledge of the science of town building, Laredo

back, his sales had amounted in the aggregate to many thousand dollars, and he is now doing a flourishing trade in Mexico. Much of what he sells goes to people who, though amply able to live well, have heretofore had around them only the simplest and crudest household appliances, merely because it was what they had always been accustomed to, and there had never been any effort to sell them anything better.

Moreover, Northern Mexico is undergoing development. The country tributary to the Mexican National road, as far down

tional Road, and tributary to it, is by far the most thickly settled and progressive part of Northern Mexico; and it is likewise the richest in resources. Some idea of the populousness of this area may be gathered from the fact that within less than 250 miles from Laredo along the Mexican National, there are more than 20 towns, with a population exceeding 1,500, each among the number being the wealthy and progressive city of Monterrey, with 40,000 inhabitants, and Saltillo, with 25,000. Of course, besides these twenty or more,

ican National and the Gulf is a large area of country that must get its supplies from the larger towns on the railroad. Much of this country will be brought into direct communication with Laredo by the railroad now building from Monterrey to Tampico, and other parts of it will be opened up by the extension to its main line, of the Matamoros branch of the Mexican National, which is now in operation from Matamoros 120 miles up the Rio Grande to San Miguel.

AN INTERNATIONAL GATEWAY.

In what I have said about trade with

among the embryo cities of the United States. I know of only three that in any way suggest the idea of a gateway. Cumberland Gap, Ky., is a natural gateway between the East and West, a point where railroads must come together to pass the mountain barrier. Denison is the northern gateway into Texas. But to no place can the term be more aptly and justly applied than to Laredo. This is pre-eminently a gateway city. It is an International Gateway, and through it must flow the tide of commerce and travel between the United States and Mexico.

There are now three routes into Mexico by railroad:—by way of Laredo, of Eagle Pass and of El Paso. A study of the map—or a mere glance at the map—will show Laredo's advantage in point of distance. It is on the shortest and only natural line between the trade centers of the United States and the trade centers of Mexico. Monterrey, Saltillo and San Luis Potosi, three among the largest cities of Mexico, are on the Mexican National Railroad. The great center of development and progress and enterprise in Mexico is, of course, the City of Mexico. The distance to the City of Mexico, say from St. Louis, in favor of the Laredo route is 240 miles as compared with Eagle Pass, and 630 as compared with El Paso. From New Orleans, the route of the "Montezuma Specials," the distance by Laredo is 258 miles less than by Eagle Pass and 855 miles less than by El Paso.

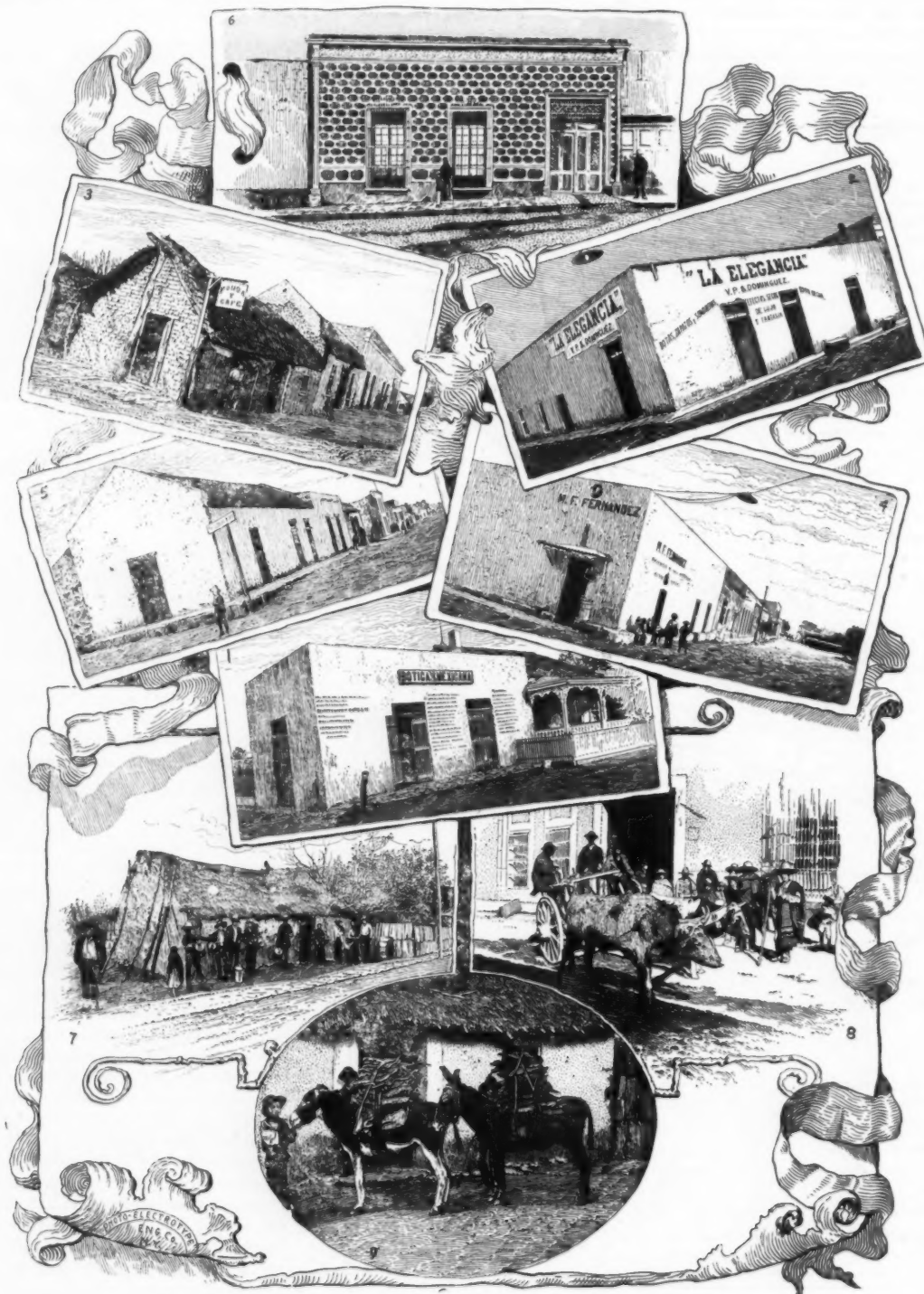
A recent order of the Postoffice Department at Washington, relating to Mexican mails, directs that, of 1,024 offices enumerated, the mails for 852 shall be sent for distribution to Laredo, 99 to Eagle Pass and 73 to El Paso. There could hardly be a more emphatic enforcement than this of the idea that Laredo is the natural point of entrance into Mexico.

SHIPMENT OF MACHINERY INTO MEXICO.

A great deal of mining and cane machinery is going into Mexico, and the need will constantly increase for years to come. It is a country offering fine opportunities for the introduction of agricultural machinery. Farming methods, hitherto of the most crude and primitive sort, are now going through a process of evolution. In the railroad station at Monterrey I saw hanging on the wall a placard containing an advertisement in Spanish of the Oliver plows. I was told that a great many of these had been sold in the surrounding country, but that the old wooden plow (a forked stick) still so largely predominated that any other sort seems by comparison extremely rare. The few foreigners, however, who have settled in the country have introduced new ideas, and it will not be many years before agricultural machinery from the United States will have supplanted the old-fashioned, rude and cumbersome implements now in use. The development of this and other branches of machinery business will lead to the establishment at Laredo of branch houses and depots.

VIEWS OF A CONSUL-GENERAL OF THE UNITED STATES.

Several years ago, Mr. Warner P. Sutton, U. S. Consul to Nuevo Laredo, (now Consul General for the district of Northern Mexico with headquarters at Nuevo Laredo,) in a report to the Department at Washington, stated that it would be possible, with proper effort, to build up a large and profitable American trade in Mexico, and he suggested that some of the great dry goods houses like Claflin's in New York should establish branch stores or agencies at Laredo. Mr. Sutton is one of the most intelligent of the representatives abroad of the commercial interests of the United States, and is one of the most able and energetic and progressive in efforts to bring about an extension of the trade of the United States. He has been success-



THE MEXICAN QUARTER OF LAREDO.

1. Drug Store.
2. Dry Goods Store.

3. Hotel and Restaurant.
- 4 and 5. Street Views.
6. Wealthy Mexican's Residence.

7. Adobe Jacal.
8. Mexican Group.

as San Luis Potosi, by reason of its fertile valleys and its splendid climate, is increasing in population through immigration. So then, there can be no questioning the claim that there must be a continued and enormous increase in the sales of American goods in Mexico, and particularly in Northern Mexico. And from this it follows that there must be, somewhere just within the United States limit, a great distributing point, a jobbing center, a general source of supply.

The area traversed by the Mexican Na-

there are numbers of smaller towns and villages. As far down as San Luis Potosi, 479 miles, there is no direct railroad connection Northward except with Laredo. The importance of this country as a market is shown by the fact that before the intermediate gap of 300 or more miles in the Mexican National was filled, the northern end operating between Laredo and Saltillo, 234 miles, made money on its local business alone. In no other part of northern Mexico could a railroad subsist without through traffic. Between the Mex-

Mexico, I have referred mainly to that part of northern Mexico directly and necessarily tributary to Laredo. But of greater importance and wider bearing is Laredo's part in the trade of Mexico at large. And in her advantages for commanding this, she is, so far as localities in the United States are concerned, as supreme as in her power to control the trade of the section immediately around her.

Laredo has been called the Gateway between the United States and Mexico. There are numberless so-called "gateways"

ively reappointed and promoted through several administrations because of his exceptional efficiency. Mr. Sutton has for years been carefully studying the conditions and needs and possibilities of Mexico. In a conversation I had with him in his office in Nuevo Laredo, he maintained that there is no barrier to an expansion of our trade in Mexico that cannot be removed by our own manufacturers and merchants at will. He believes that supply depots and

from here to Eastern mills, and back here from the same mills, in fabrics.

Let us consider first the matter of fuel.

COAL.

It will surprise most people to be told that in Southwestern Texas there is an abundance of coal. In a report made by Prof. Wm DeRyee, geologist, on the geological features of Webb and Encinal counties, he has the following to say about coal:

"The coal mines in Webb county, 25

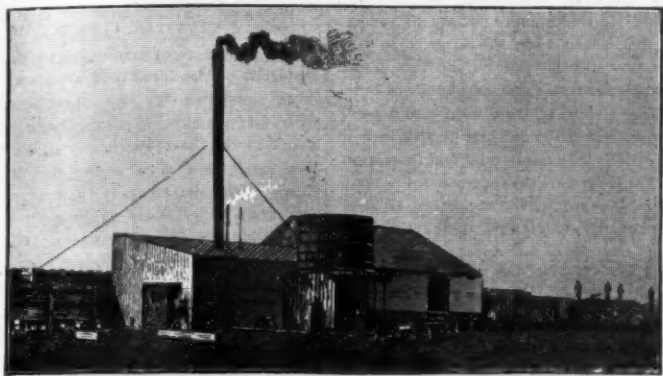
the center of the stratum. It has some of the characteristics but not the slaty fracture of cannel coal. It has been unwittingly called lignite by some, but has none of the characteristic features of lignite, and is much superior to it in quality. It ought to be a good gas coal, and for use in stoves and grates is superior to the common variety of bituminous. It will answer very well for making steam where the ash boxes are properly constructed, and will make excellent fuel for use in reverberatory smelting furnaces, but has not enough fixed carbon to be used in blast furnaces or for blacksmith work."

These mines are on the banks of the Rio Grande at San Tomas, 25 miles above Laredo. They were opened in 1881 by Hon. A. C. Hunt, ex-Governor of Colorado, who had previously owned and operated mines in Colorado. His connection with certain railroad enterprises brought him into this section, and the outcroppings of coal along the Rio Grande led him to make further explorations, as a result of which he secured a lease for 50 years on a large area of coal property and procured the building of the Rio Grande & Eagle Pass road from Laredo to San Tomas. The mines are now operated by a Philadelphia company, with a capital of \$600,000. The output is now about 15,000 tons a month. The coal is of excellent quality for fuel and steam purposes. It is used in the City of Mexico, 840 miles distant, the demand for it there being greater than the company can get cars for its shipment. Late explorations have shown the coal area to be much more extensive than has heretofore been sup-

COTTON MANUFACTURE.

To begin with the subject of cotton manufacture: It is a fact well enough known that one of the greatest obstacles to American success in opening up trade with Mexico in this direction has been the ignorance of and indifference to the peculiar trade wants of Mexican merchants and consumers, hitherto characteristic of our manufacturers. Makers of cotton fabrics in remote New England have been slow to understand that goods which might be very popular in, and quite well adjusted to the meridian of Boston or Lowell, might not be at all suited to the taste of the inhabitants of Chihuahua; and our people are just beginning to realize what our English and German competitors long ago learned, *i.e.*, that to sell goods in strange countries one must study, know and cater to the wants of particular localities, wherever trade may be desired.

Lying on the border of, and in familiar intercourse with, the great Republic of Mexico, Laredo, considered as a manufacturing point, is in exactly the right position to supply the needs and, at the same time, to meet the special tastes and requirements of its Southern patrons. Texas, imperial State that it is, produces something like 2,000,000 bales of cotton a year; and this vast aggregation of precious raw material goes, by land and sea, thousands of miles to supply cotton mills in New England and Europe, while the manufactured goods, made from the same stock, and often ill suited to the market, come back over the same weary waste of miles, paying transportation both ways, to the cost of the consumer.



ORE SAMPLING WORKS.

factories located on the border where the intricate and multifarious custom house exactions could be complied with, and where the peculiar customs and requirements of the Mexican merchants could be observed, could control the bulk of the Mexican trade. He thinks that Laredo is incomparably the most advantageously located place for this trade, and he says there should be here now wholesale dry goods, grocery and hardware houses with a capital each of not less than \$500,000.

It is not, however, to Mexico alone that Laredo must look for its trade. Southern and southwestern Texas is increasing in population and wealth. It will undergo rapid development in the next few years. There is no town of any importance within 150 miles of it. The nearest is San Antonio, 153 miles away; Corpus Christi is 161 miles distant. A large trade center here is a necessity, even if there were no Mexico.

RETAIL STORES.

It may be mentioned in passing, though of minor importance, that in retail business there are excellent openings at Laredo. There are fewer stores in proportion to the amount of business done than in any other place I have ever known anything about. I noticed that the dry goods stores particularly are busy all the time. The proprietor of one of the largest of these, I am told, came here two years ago with \$1,700, and is said to be worth now not less than \$30,000, all of which he has made in his business. The proprietors of a large hardware store have made in the last few years \$40,000 to \$50,000. In hardware, dry goods, fancy goods, clothing, groceries, &c., there is room for additional stores, even with the present population, which will, I believe, be increased 50 per cent. in the next twelve months, and may be doubled.

INDUSTRIAL.

An Abundance of Raw Material, Cheap Fuel, Cheap Labor and a Ready Market.

What has been said in advocacy of Laredo's advantages as a seat of trade will apply with added force to its industrial capabilities. If it can be made a distributing point for southwest Texas and Mexico, why should not the goods to be shipped from here be manufactured here? The fuel is here and is cheap; the labor is here and is likewise cheap, and the raw material for a great variety of manufactured products is shipped from here to factories elsewhere. Wool and cotton, for instance, are sent

miles from Laredo and connected with it by standard and narrow gauge railroad tracks, turn out monthly about 2,000 tons of good coal. The best coal from these mines is similar in appearance and quality to cannel coal; it is superior to the lignite and bituminous shales found heretofore in geological strata of same age. If fireplaces and furnaces would be adapted to

the peculiarities of these coals, they would rank as heat producers with the best soft coal in the market. During the late civil war I used successfully for refining of copper a furnace, the peculiar construction of which secured a superior oxydation and combustion, and therefore a more complete utilization of volatile combustibles. The flame in said furnace was entirely under the control of the refiner, and could be either used as an oxydation or reduction flame. In such or a similarly constructed furnace any metal which can be smelted with cokes can be smelted and refined with Webb county coal."

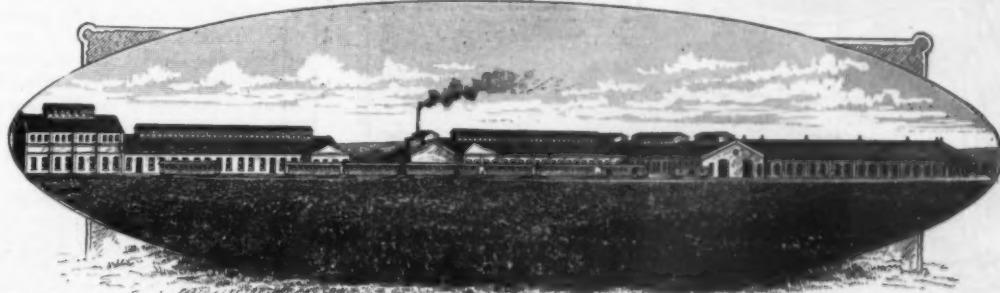
The following is from a report to the State Geologist, made by Prof. J. Owen, Assistant Geologist:

"Webb county.—All of the western half of the county is in the limits of the Nueces coal fields. There are three strata represented in a part of the county, but the middle is the only one of any economical value. This stratum ranges from 18 to 33 inches in thickness and has a 2-inch division of slate in the center. This coal does not belong to any of the other classes of coal in the United States, that is, so far as I know. It is a very firm, solid coal and breaks with a glossy conchoidal fracture and is not easily pulverized; is very clean and free from dust, and has the appearance of hardened asphaltum. It contains but few plant impressions, is remarkably free from sulphide of iron, and burns with a bright flame and oily appearance. It creates a considerable quantity of ash, but will not make clinkers if separated from slate in

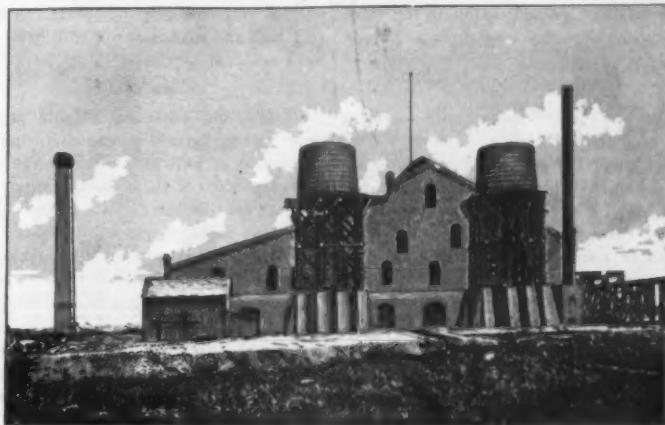
posed. New companies will soon be mining in localities nearer to Laredo than San Tomas. With this competition, and the greater economy in mining that will be made possible by the increase in the output, coal will be delivered in Laredo at something like \$2.00 a ton.

The exceptional command which Laredo

With proper facilities in the way of capital, machinery and business enterprise, the greater part of the Mexican supply of cotton fabrics could be made at Laredo with satisfaction and profit. Any desired portion of the Texas cotton crop could be concentrated at this point, and all other necessities are there already, *in posse* if



SHOPS OF MEXICAN NATIONAL RAILROAD.



CONCENTRATING WORKS.

possesses of fuel resources, as shown, when considered in conjunction with the vast amount and variety of raw materials tributary to the place, as well as an almost unlimited supply of reasonably efficient and cheap labor, always within reach, would seem to settle the question of industrial possibilities.

not in esse. A better class of labor for cotton mills could hardly be found than is furnished by the docile, industrious Mexicans. A small contingent of skilled American operatives would soon have the native element drilled into equal effectiveness, and, as remarked above, labor is cheap, because living for the working class is infinitely

cheaper than in Northern manufacturing districts. The climate of Laredo is said to be eminently adapted to cotton manufacture, even of the finer fabrics. All these considerations should be sufficient to justify capitalists and practical cotton mill operators in devoting some attention to the possibilities of the industry at Laredo.

As showing the present demand for cotton goods in Mexico, it may be stated that

commanding commercial point within a great expanse of territory, and at not only the saving of transportation taxes on the raw material one way, and on the goods resulting, the other, but at a lower first cost of production in consequence of cheap fuel and cheap labor. The day cannot be far off when Texas wools shall be manufactured at home in Laredo. One enterprising concern has already taken the ram by the horns, and a contract has been

to the exclusion of everything not produced by them, on account of the numberless economies in production they could command. New fibres are being constantly introduced. The ramie is growing in importance, and there are others less known, but all coming from territory tributary to Laredo.

LEATHER.

Among the staple industries for the growth and prosperity of which Laredo offers the best conceivable environment, probably no one is more certain of success than that based upon the large supply of hides and skins available at this point. From 3,000,000 to 4,000,000 pounds of hides a year are shipped from here, and Laredo occupies a position geographically, and in connection with lines of transportation, which will render it easy to control as much of the hide product of the State, in addition to what is now gathered here, either for shipment or manufacture as organization can be made to handle. Thus it will be seen that there is an unusual opportunity for the establishment of tanneries, boot and shoe factories, harness and saddlery shops, and all the other operations depending upon the tanners' output for material. It is worthy of mention that in this line of work there is an opening for the production and introduction of special lines, adapted to the habits and ideas of a new market. American saddles would be a much more popular article of commerce in Mexico if they were made in a city like Laredo, where the maker would be in a situation to meet his wholesale customers personally, and learn exactly what patterns and sizes, what attachments, and so on, were likely best to please the general custom. It would be the same in the matter of boots and shoes. The flat-heeled, flat instep number eleven, very comfortable and seemly in the eyes of the Western farmer, are hardly likely to meet with enthusiastic reception in a country where feet are small to daintiness, and the attractive dressing of them a consideration as important as the

Besides beef hides, Laredo is an important market for goat skins. More than 200,000 goats are grazed in Webb and Encinal counties, and their hides shipped North, in addition to which thousands of goat skins are imported from Mexico for shipment. These should all be tanned and the leather made up here.

A tannery and leather goods company has been organized with capital stock of \$100,000. Shoes and all kinds of leather goods will be made.

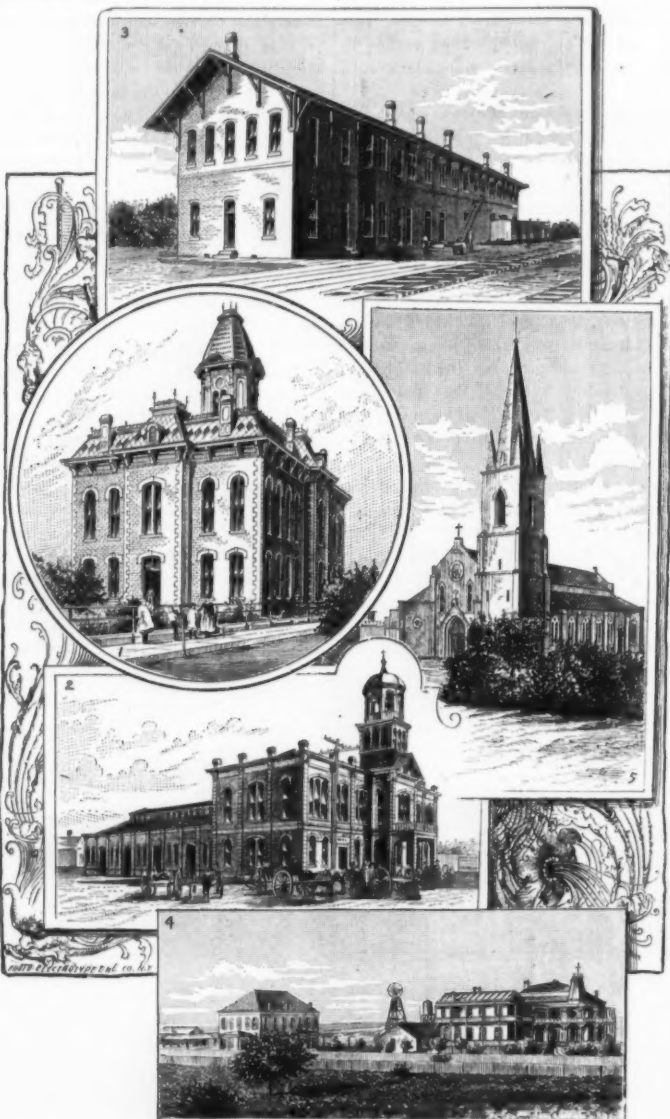
HYDRAULIC CEMENT.

One of the most important of the raw materials of the locality is a natural concrete substance for the manufacture of hydraulic cement. It is said that a cement equal to the best Portland can be made here and sold at a profit for \$1.00 a barrel. The abutments of the bridges here rest upon piers made exclusively of this concrete. The foundations and floors of the Mexican National Railroad shops are also of this material. An English expert says it is equal to the material of which the old Roman roads in Great Britain were constructed. It is said to have been used for ages by the Toltecs and Aztecs, and later by the Spaniards and modern Mexicans. It exists in a vein that comes to the surface, and can be mined with the shovel.

Within convenient distance Laredo has the advantage of deposits of superior kaolins, and as a complement, of earths from which silicate of soda, or potash, can be economically made. There are also sands whose constitution approaches pure silica; thus making it possible to found pottery works for the production of many varieties of crockery goods, from common stoneware to fine porcelain, and for the production of staple and fancy glassware. The fire clays of the vicinity are now being used in the manufacture of good fire brick of a high refractory power.

BRICK CLAYS.

Laredo justly boasts of its brick clay. The manufacture of brick is a profitable



PUBLIC BUILDINGS.

1. Courthouse.
2. City Hall and Market.
3. Passenger Station I. & G. R. R.
4. Laredo Seminary.

during the month of December, 1889, cotton goods and ginned cotton to the value of \$365,000 were exported through Laredo alone.

WOOLEN GOODS.

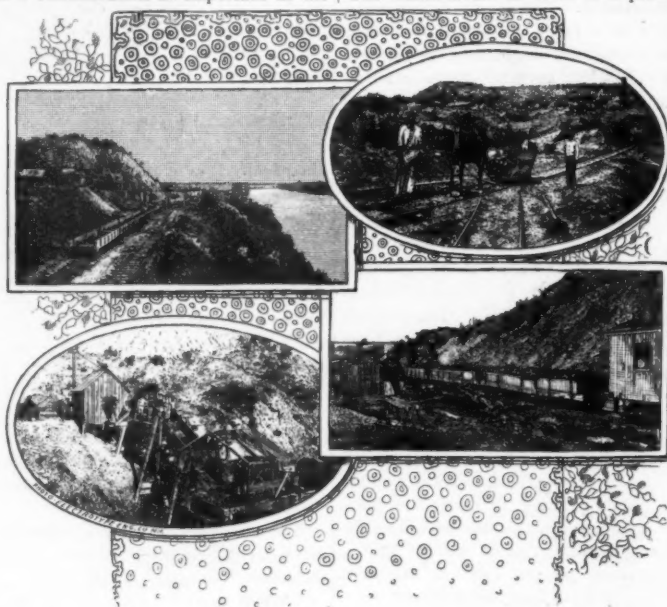
What has been stated in regard to cotton, will apply equally as well to wool and woolen goods. Wool is a staple commodity at Laredo. Webb and Encinal are the most noted sheep raising counties in the state. There are said to be more sheep owned in Laredo than in any other town in Texas. More than 500,000 sheep are grazed in these two counties, and most of them are owned by citizens of Laredo. The wool handled here exceeds 5,000,000 pounds annually. This and most of the product of the rest of the State goes away to be manufactured, returning like the bread cast upon the waters, soaked full of freight charges and the commissions and profits of brokers and middlemen generally.

The climate, grasses and all physical conditions favorable to sheep of the most valuable varieties for wool are too well understood to require discussion at this time. A wide range of woolen fabrics which would find an immediate, certain and profitable market from this center, could be better manufactured at Laredo than at any

made for the starting of Laredo's first woolen mill on a generous scale. A knitting mill and wool scouring mill have also been secured.

OTHER FIBRES.

Of less, but still considerable importance among Laredo's manufacturing resources, it is well to remember the ixtle fibre, a product of the maguey plant, which is being sent to the North in large quantities, and is being made into stout cordage of many kinds, besides furnishing an excellent article of bristles for brushes. It is used also as a coarse substitute for jute. The imports here for shipment North and East reach 2,500,000 pounds annually. Some species of the cactus and other plants that are found in such profusion in Southern Texas and Mexico furnish, it is said, the best and cheapest possible pulp for the manufacture of paper. These materials constitute a basis for several thriving local industries, large and small. Cordage factories, brush factories and paper mills by the dozen could be established profitably at Laredo, and doubtless will be, before long. A wide and growing market in Texas and Mexico is gaping for the productions of such enterprises, which would naturally dominate the trade



COAL MINES AT SAN TOMAS.

arrangement of her back hair to a New England damsel. As regards both men's and women's foot wear, the demand in Mexico, and, to a considerable extent in Texas, is peculiar and absolute. A large shoe factory, for example, at Laredo, would find a market throughout the extent of which, if it were properly catered for, there would not be the least danger of competition. It looks as if some of our Massachusetts shoe manufacturers recently burned out, and existing any way under the grind of a competition about as close and hard to sustain as an occasional conflagration, might well turn their eyes to this gateway of a new trade *el dorado*.

industry here, and the continued and rapid increase in building makes it a very enticing one. The brick made here are in color a light yellow or cream, much like the famous Milwaukee brick. Their superior quality is abundantly attested. The city of San Antonio bought 2,000,000 Laredo brick, to be used in its city hall, now building. In the erection of United States Government buildings at San Antonio the bricks to be used were required to stand a very severe test. A United States quartermaster visited the brick yards of Austin, Eagle Pass and Laredo, and after examinations and tests, selected the Laredo brick as the best. The Mexican National shops

the factories, public buildings and the modern stores and dwellings are built of Laredo brick. The clays here are well suited for the manufacture of oil pressed brick of high grade.

The output of the Laredo brick kilns was 2,000,000 in 1888 and 6,000,000 in 1889.

GEOLOGICAL REPORT.

In this connection, the following from the report of Prof. Wm. De Ryce, already quoted, will be of interest:

"The abundance of raw material adapted to the production of cements and the immense deposits of shingle, gravel and

MINING INTERESTS.

As might be expected, there are potentialities in Laredo for a large volume of business resulting from its proximity to extremely rich and increasingly productive mining districts in Mexico. The following on this topic is from a pamphlet issued by the Board of Trade, which presents a very careful, concise and conservative résumé of the resources and attractions of the locality.

"Within reach of Laredo are rich mines in Mexico, and their development indicates that in the near future Laredo is to

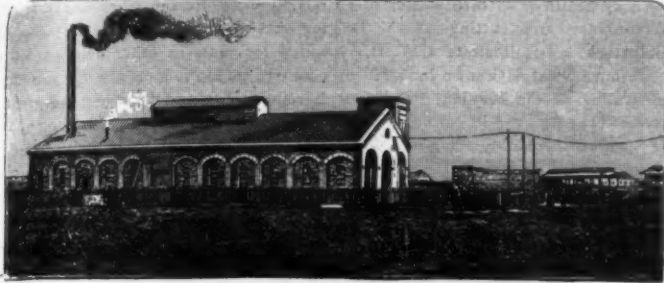
naturally tributary to Laredo, as to make safe the prediction, that, within three years, 2,000 tons daily will be a low estimate of mineral products finding a market at Laredo. The mines of certain districts will furnish ores required in the reduction of ores from other districts, and all, being taken from mines along the same line of railway, will pour into the smelters at Laredo—the one requiring the other as a flux and each being desirable for the intrinsic value of its yield.

Zacatecas, San Luis Potosi and Aguas Calientes have an area of 53,393 square miles and these States by way of the Mexican National railway become also tributary to Laredo. They abound in rich minerals and many mining enterprises already established are known to the world for the high grade and richness of their ores. Much of the bullion, the product of these mines, has in the past been shipped to Europe. Why can not Laredo become the market for all this, and why should not the ores be reduced at Laredo when this can be done at less cost than at the mines?

The high grade ores from the Catorce and such rich mines, shipped to Laredo, will

The city of Laredo, pursuing a liberal policy, offers inducements to such enterprises. It has land to give for sites, with exemption from taxation for a term of ten years. The city is now reaping some of the benefits of such a policy in seeing the investment of \$250,000 in the smelters, concentrator and sampling works of the Yguana Smelting & Mining Company, of Philadelphia. The concentrator is the largest in the United States. Representatives from smelters in Nebraska, Colorado, Kansas City, St. Louis and far off New Jersey find it profitable to purchase ores at Laredo. If it pays to incur such cost of shipment, what must be the profit when the ores are reduced at Laredo? The shipping of ores in gross for such a distance will cease on completion of smelters at Laredo, and within ten years thereafter the Denver of Texas will be Laredo on the Rio Grande."

It is probable that the advantages of Laredo's location in respect of the mines will lead to the establishment of other smelters, while the continual growth of business and population throughout the argentiferous districts is reflected in enhanced demand for the supplies which Laredo alone is in a



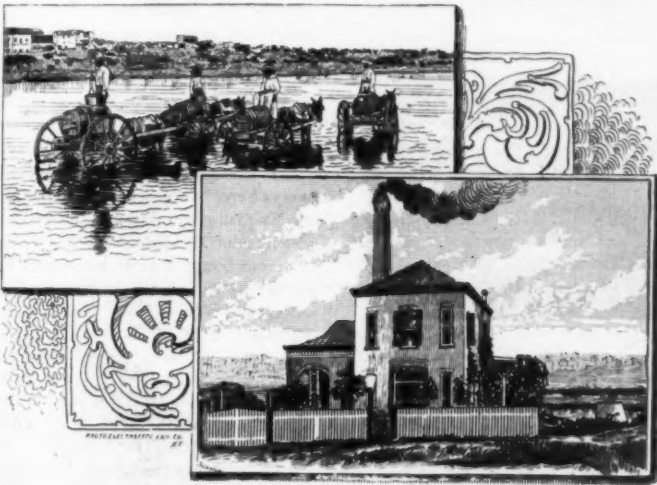
ELECTRIC PLANT.

pure silicious sands facilitates the making of concretes and artificial stones with cheapness and celerity not otherwise attainable. In Paris concrete palaces are built, and in Aberdeen with granite everywhere beneath and around it, the concrete block has superseded the natural stone; concrete is now extensively used for foundations, pavements, kitchen and cellar floors, court-yards, culverts, sewers and other underground structures, for piping, piers, seawalls and irrigation dams. I discovered deposits of pure silicious sands; some of these sands are gorgeously tinted. I collected nine specimens of different hues.

become an important smelting point. The establishment of smelters and concentrating works is not mere speculation, but an accomplished fact—over \$200,000 having already been invested in such an enterprise at Laredo.

The Mexican States of Coahuila, Tamaulipas and Nueva Leon embrace territory immediately tributary to Laredo, within which are located the following mineral districts, covering an area of 109,751 square miles, which are being worked and developed by both American and Mexican companies, representing immense capital.

The Iguana district, of which the ores



1890.

WATER WORKS.

1890.

The crimson, yellow, brown and red colored sands made into mortar with cement could be profitably used for the manufacture of decorative material, chimney pieces, balustrades, vases, fountains, paving slabs, ashlar, and general architecture; others likewise could be manufactured into grindstones, cutting discs, scythe stones and similar articles. The friable pure sandstones up the river can be utilized as a supply of the best building sand, for the manufacture of glassware, and mixed with plastic clay to make superior bricks, also for the manufacture of sand-paper, for sand blasts and some for moulding sands, others for cutting, dressing and polishing rocks. The Eocene formation abounds in clays or hydrated silicate of alumina, and Webb and Encinal counties have an abundant supply of fire, potter and pipe clays. Good bricks are made now cheaply by hand from clay, as it is found, without admixture of any kind. Brick-making is one of Laredo's most successful industries and must in future attain colossal dimensions."

are silver and lead; the Candela district, copper, silver and lead ores; the Carisal district, oxide of iron; the Minas Viejas district, oxidized silver and lead; the Montanas district; the Vallecillo district; the Salinas district; the Cerralvo district; the Monterey district; the Santa Catarina district; the Rinconado district; the Ojo Caliente district; the Saltillo district.

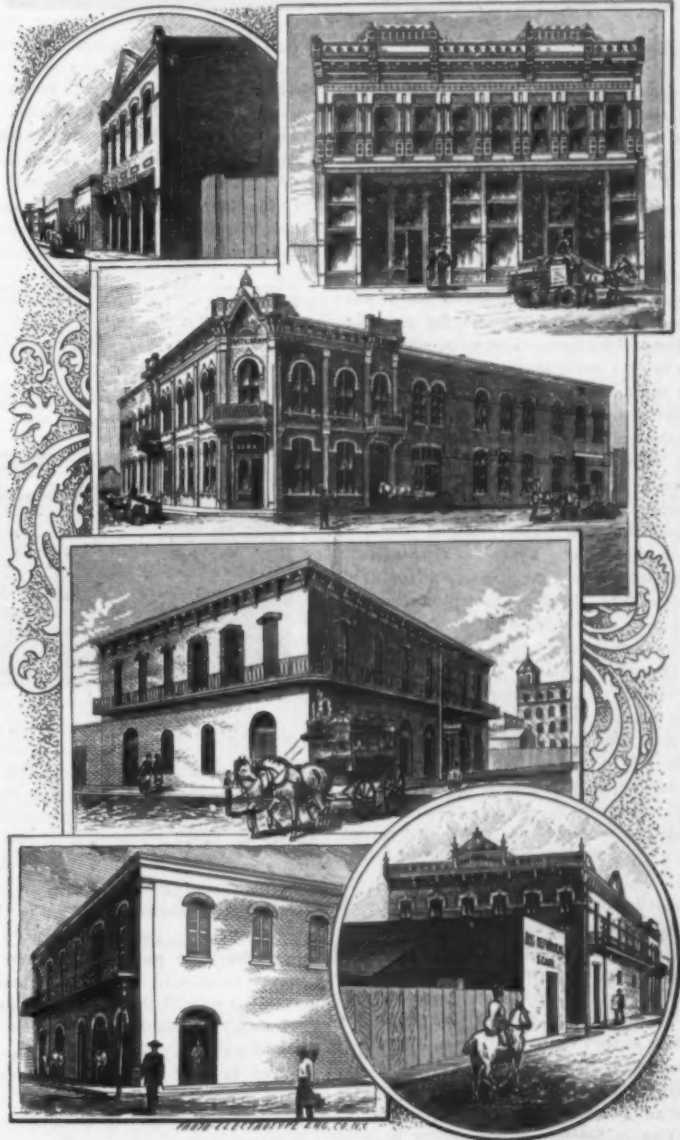
These mining districts embrace the area before mentioned, and in them are many producing mines likely to yield, in the near future, 2,000 tons daily. This prospective yield of ore is not mere surmise. In the year 1887 one company alone shipped to smelters in Kansas City 26,412,797 pounds silver and lead ores, taken from these mines in Mexico. The total shipment for that year was over 15,000 tons, besides bullion, the product of these mines, which was also shipped through Laredo, to near one million dollars in value. With a nearer market for ores provided, and sufficient smelters established, such a stimulus to the mining industry will be felt in the districts

find awaiting them the lower grade fluxing ores, shipped there from nearer mines.

Laredo should become a smelting center, because it is the nearest point accessible from the mines by rail and thence by water or rail to all parts of the United States and the world. With an abundance of coal and water at hand, with cheap labor and best building material—brick and stone—together with the proximity of the mines, the natural advantages are largely in favor of Laredo over El Paso, or San Antonio.

position to adequately furnish to the mining towns and camps.

Reviewing the manufacturing capabilities of Laredo and considering the forces at work to promote their utilization, it requires no power of prophecy to see it in the near future the seat of prosperous and continually multiplying cotton and woolen mills, paper mills, rope and bagging factories, smelters, foundries and machine shops, oil mills, tanneries, brick-yards and all the varied industries that can find here



BUSINESS HOUSES.

abundant raw material at its source, without expense of transportation, and an ample market, with the adjuncts of cheap and efficient labor, and fuel at a minimum of cost.

AGRICULTURAL.

A Region Suited to Every Branch of Agricultural Pursuits, and Capable of Unlimited Development.

Until a few years ago the whole of Southwest Texas was given over to grazing. There was but little agriculture, ex-

and Zapeta, immediately south of Laredo, on the Rio Grande, the nearest point being about 20 miles and the furthest point about 250 miles, are capable of producing, it is said, more sugar than the entire State of Louisiana. Sugar cane is a natural product of that region, where both soil and climate are peculiarly adapted to its growth and development.

A company with capital of \$2,000,000 has applied for charter for a railroad from Laredo to Brownsville, through this country.

amount in good milch cows, and a hundred hens will bring a man a fortune within ten years.

GRAPE CULTURE.

The soil and climate of Laredo are particularly adapted to grape culture. Healthier and more productive vines are not grown anywhere. The grapes attain the highest perfection in quality and flavor. In the Rio Grande valley the vine thrives, and is not liable to attacks of phyloxera. Some attribute this fact to the climate, others to the soil, and others still to both the climate and soil, together with the effects of the Rio Grande water. The same variety is as healthy and thrifty after fifty years, reproduced from cuttings, as was the original stock. To illustrate this statement we have what is known in this Rio Grande valley as the Mission grape—no disease has ever attacked it. Brought here by the Spaniards, probably a hundred years ago or more, it is as robust, vigorous and productive now as it could have been at any time before. It is an excellent variety for market, bears shipping almost better than any other kind, and is a good wine grape. The California and all foreign varieties do well. Whether this be on account of the soil or the climate, or both combined with the Rio Grande water, certain it is that the difficulties met with in California, Missouri, Ohio and other States, are not encountered here in the culture of grapes. Lands may be had from two to five dollars per acre, which put in grapes, may be made to yield two to five hundred dollars a year at a low estimate. These lands invite the intelligent gardener with means to plant and properly cultivate the vine. Grape growers and

dusty. The fact that the season here is at least one month earlier than any other section near the market of the interior of the State will enable the producer to get the best price and always find a demand for his first fruits.

FRUITS.

Among the fruits to be cultivated with profit, perhaps none can promise more than the fig. All varieties grow here to perfection. The tree is of rapid growth and very prolific. Of some varieties two crops can be gathered in one year. The fig may be said to be indigenous. No attention as yet has been given here to the raising of figs for the market. It remains for fruit growers of experience, who have toiled for years in other sections of our country, to look upon the fig product of Laredo to-day, and calculate the great extent to which its proper cultivation may be carried.

The pomegranate, also indigenous, grows without attention. The trees are loaded with richly flavored fruit, which comes to maturity in mid-summer. Certain varieties of peaches grow and produce well. To be productive, peaches must be of the early variety. It is seldom that frosts occur to blight the blooms. Plums also can be grown with success.

I was in Laredo the first week in last January, and saw then young peaches as large as almonds. The menu of the Hotel Hamilton included sliced tomatoes, and other fresh vegetables grown in the open air and without any special care. With quick railroad transit to St. Louis, Kansas City, &c., what immeasurable possibilities open up before the fruit grower and truck farmer in the Laredo district!

NORTHERN MEXICO.

That part of Northern Mexico traversed by the Mexican National Railroad, and between this road and the Gulf, is capable of producing almost every thing that can be grown. In the elevated valleys the cereals and vegetables and fruits of higher latitudes yield liberal harvests with but little care. Nearer the coast sugar cane, pineapples and other products of the tropics grow in profusion, while oranges, bananas and figs grow everywhere. In a recent official report to the English government on the agricultural resources of Mexico, two States were mentioned as being of remarkable fertility and productiveness, and worthy of special consideration. These were Tamaulipas and Yucatan. Tamaulipas occupies the northeast corner of Mexico, and is the nearest State to Laredo.

The following is from an article published in a recent issue of the San Antonio (Texas) "Daily Light."

"The region of the country through which the Monterey and Gulf road passes is lit-



FOOT AND TRAMWAY BRIDGE.

cept in the immediate neighborhood of the old towns. It was supposed that the land was unfit for farming purposes. Experiments and tests have shown this idea to be a fallacy. Between Laredo and Corpus Christi now corn and cotton are grown as successfully as anywhere. In one of the counties the first cotton was planted three years ago as an experiment. The result was so far beyond expectations that it was repeated the next year, and the example followed by others. Last year, which was the third, 2,000 acres were planted in cotton and 2,000 bales were produced. This year the acreage will be greatly extended. In the counties nearer to the Gulf, cotton has been a staple product for years. Around Laredo two full crops of corn a year are raised on the same land. All the vegetables grow readily, and of some of them three crops a year can be raised. The section is pre-eminently adapted to fruit culture. Peaches, pears, plums, grapes, figs and all the small fruits do well. From a book on Texas recently issued I take the following:

"Grape culture, although but in its incipient stage, is in the near future, destined to rival that of California. Its introduction into Texas is due to the Spanish monks. The good fathers imported grapevines from Spain, and since that time and until the present day grape culture has been carried on in a small way in various places along the Rio Grande. The juice pressed from these grapes, which are still called Mission grapes, is, when properly made and treated, fully equal to an excellent quality of sherry wine. As all varieties of the European wine grape succeed in all respects as well in that portion of Texas as they do in California, it is only a question of time when Texas shall successfully compete with California in that pleasant and profitable branch of agriculture."

The cultivation of the castor bean is likely to become an important agricultural industry. It is indigenous to the soil, growing wild in the open country. What is known in the North as the castor bean plant becomes in this country a tree from 4 to 6 inches in diameter and from 12 to 20 feet in height; and yields in proportion to its size from year to year, requiring but little cultivation the first year and no more attention thereafter than an ordinary fruit tree should receive; and the quality of the product is said to equal the best produced in any country by the most careful cultivation.

The counties of Cameron, Hidalgo, Starr

The building of this road will give a tremendous impetus to Laredo's business.

The following is from the pamphlet issued by the Laredo Board of Trade, and already quoted:

"In the Rio Grande Valley, corn is raised without irrigation. Two crops may be cultivated annually, and 40 to 50 bushels of



RAILROAD BRIDGE.

corn to the acre for each crop is a low estimate. Grape culture is beginning to attract attention, the soil and climate seeming to be peculiarly adapted. This has been successfully demonstrated. The fig and pomegranate are natives, and for flavor and variety can nowhere be excelled. The banana, the orange, the lemon, grow and require but little protection. These are, however, mentioned only to show that the winters are so mild that such fruits may be cultivated. All kinds of vegetables flourish, and with early and late gardens, those engaged in such industry are enabled to furnish the Northern market the whole year. From February to December there is seldom a time when fresh vegetables may not be found on sale in our markets. Advantages are offered also for dairy farming. Cows can be kept on the nopal or cactus, which lately has been found a most excellent food for cattle. This, mixed with cotton-seed meal, is cheaper than corn, and is valuable for its fattening properties, and for greatly increasing the yield and richness of the milk. This industry has been tried successfully on a small scale. Besides a good living, a handsome income may be realized on small capital judiciously managed in a dairy farm. Five hundred to a thousand dollars invested in 25 acres of land, and a like

wine makers will do well to make particular inquiries as to the adaptability of soil and climate at and around Laredo. A visit at this time will be enough to convince anyone that grape culture will become an



HOTEL HAMILTON.

important and remunerative occupation here. The many gardens now with flourishing and productive vines of almost spontaneous growth, show what may be the result of proper attention to this in-

ally an uncultivated garden, capable of infinite development under tillage. All temperate zone and semi-tropical products grow here in rich profusion. In the State of Nueva Leon, of which Monterey is the

capital, are grown wheat, corn, oats, peas, potatoes, sweet potatoes, beans, onions, sugar cane, tobacco, tomatoes, chili pepper, magney, ix'le, wax, flax, fodder, etc., etc. Ebony, brazil wood, oak, ash, beech, cedar, palmetto, coyotilla, elm, mesquite, willow, pecan, hackberry, cypress and pine all grow here. Among fruit trees are the peach, pomegranate, mulberry, apple, pear, lemon, orange, fig, bananas and grapes. The country is no desert; it is well watered. In this State are the Salado, El Sabina, El Candela, San Juan, Pilon, Monterey and

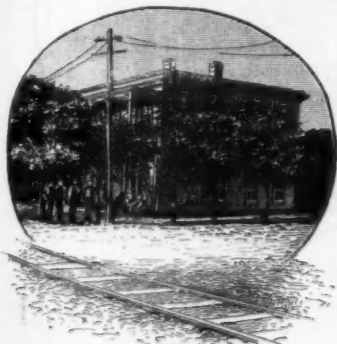
bles, are found in Nueva Leon. In Tamaulipas the supply of gold, silver, copper and lead is inexhaustible. Here are the old Spanish mines to which former reference was made, and to the working of which the opening of the Monterey and Gulf road will give a new lease of life. The most luscious oranges grow here in richest abundance. Parrots and other gay plumaged birds throng the forests. All that nature can do she has done for this whole region."

This is the sort of country tributary to



OPERA-HOUSE.

Linares rivers. The engineers of the Monterey and Gulf road report fourteen large rivers in locating their lines 170 miles. There are no finer grazing lands in the world, and no greater number of cattle and horses per acre can subsist anywhere in better condition than those which graze in the region penetrated by this road. Three crops of corn are frequently grown in a year, and two crops of matured grain and one of fodder are the usual thing. This whole region is a hunter's paradise. There are all kinds of game in the mountains and on the prairies; all kinds of



LAREDO IMPROVEMENT CO.'S OFFICE.

water fowl and fish in the lakes and in the streams. There are mountain cats, bears, jaguars, wolves, wild hogs, deer, hares, squirrels, coyotes, armadillos, etc. There are wild turkeys, ducks, geese, cranes, heron, doves, partridges, etc., and also mocking birds, larks, linnets, and cardinal birds. Otter and beaver are occasionally found, and there is good fishing for trout, bass, perch, eel and sea breams.

The country is rich in minerals. Silver, iron, copper and lead, as also sulphur, alabaster, soda, and white and colored mar-

Laredo, and from what has been shown of the character of northern Mexico and Southwest Texas, and their agricultural possibilities, it will be seen that Laredo is not unreasonable in the belief that the country around it will grow rich and populous, as an agricultural area, filled with prosperous farmers, fruit growers and stock raisers, whose products will be sent to Laredo for consumption or manufacture or shipment, and whose wants will be supplied by Laredo merchants and manufacturers. The importance of this department of Laredo's resources and development possibilities is well set forth in what a recent writer on farming says:

"Successful agriculture means success in a great many other directions. It means the building of towns and cities. It means commerce, and railroads and steamships to carry it. It means distributing centers for all classes of commodities; it means wholesale and retail houses and manufactories and all the concomitants of trade. It means employment for the laborer, the artisan, the mechanic, the clerk, the merchant, the teacher, the preacher, the doctor and lawyer. It is as much the part of wisdom for the merchant or lawyer to inquire into the condition of agriculture, if he is going to establish himself in a new State, as it is for the farmer."

Laredo's Growth.

The Advancement that Has Been Made up to the Present Time.

THE RAILROAD FEATURE.

As I have already said, Laredo's advantages as a strategic railroad point were long ago recognized, and it is an object of increasing railroad attention. It is the terminus of the International & Great Northern road, by means of which it is placed in communication with all the

great systems of the East and West. It is the northern terminus of the Mexican National, running to the City of Mexico, 837 miles. The Texas-Mexican is in operation between Laredo and Corpus Christi, 161 miles, affording a water outlet at the gulf. The San Antonio & Aransas Pass, with lines now in operation between San Antonio and Corpus Christi, Houston, Galveston and other points, is building to Laredo from Kennedy, a point on its road between San Antonio & Aransas Pass. The Southern Pacific Co., operating lines between New Orleans & San Francisco, and connecting with the Mexican Central at El Paso, recently filed an amended charter allowing it to build to Laredo from Victoria, southwest of Houston, and the work has already progressed as far as Beeville, as shown on the map. The Rio Grande & Eagle Pass will be immediately extended from San Tomas to Eagle Pass, traversing the coal fields in that section, and from Laredo down the river to Brownsville. The Matamoros branch of the Mexican National, running from Matamoros, 75 miles up the river to San Miguel, will be continued up the river through Nuevo Laredo to Laredo. The Monterey & Gulf, in Mexico, now building from Monterey by way of the City of Victoria to Tampico, will open up the railroad communication with Laredo a large area of mineral, timber, farming, fruit, grazing and sugar lands. The Fort Worth & Rio Grande will build from Fort Worth, probably to Laredo, by way of the great Llano iron district. The Gulf & Western will build from Galveston to Laredo. It is thought that the Chicago, Rock Island & Pacific road will build to Laredo. This company operates one of the most extensive of the great railway systems of the West. It has a road from Chicago, by way of Davenport and Topeka into Oklahoma. This line

capabilities of localities that may be within their possible reach. The eagerness with which so many of the foremost and enterprising roads of the Southwest are working towards Laredo is a significant indication of what these men of acumen and judgment and experience think of the amount of traffic that will be developed there, and these outspreading lines of railway reaching to all localities in the United States and Mexico on a competing basis, and making accessible and available every means and source of wealth, will be a potential agent in promoting the city's expansion and upbuilding.

INDUSTRIAL ESTABLISHMENTS.

When the Mexican National Railroad Co. had completed its line through to the City of Mexico it selected Laredo as the place at which to locate its car and machine shops, to cost \$600,000. The erection of these was commenced a year ago. Some of the buildings are completed and machinery in place and in operation. Some idea of the value of this plant to Laredo may be had from the fact that the Mexican National Company operates 1,300 miles of railway, and will build its own freight cars and do all the repair work for the entire system at the shops here.

There are two foundries and machine shops. As stated in a recent issue of the MANUFACTURERS' RECORD, one of them, in competition with San Antonio and St. Louis companies, was awarded by the Mexican government contract for the iron work for a federal building to be built at Piedras Negras, and to be used as custom house, court house and bonded warehouse.

The Yguana Smelting & Mining Co., of Philadelphia, composed of capitalists who have \$2,500,000 invested in mines in Mexico, has recently spent nearly \$250,000 here in the erection of concentrating and smelting



MASONIC HALL.

will undoubtedly be carried on into Texas, and to the Rio Grande, and probably through the Llano iron country.

A new company has applied for charter to build a road from Laredo to Brownsville. This road will make tributary to Laredo a region that has been termed the "Garden of Texas," and in which are some of the finest sugar lands in the South.

Thus it will be seen that Laredo is fast becoming a sort of focus from which lines of railway, like rays of light, will radiate in all directions. The managers of railroads are shrewd, able, farseeing men. It is their business to study the conditions and the prospective freight-producing

works, with the expectation of shipping their ores to Laredo for reduction.

The Mexican Ore Co., of Kansas City, has built ore sampling works at a cost of \$30,000.

A Tannery & Shoe Manufacturing Co. has been organized, and will soon be at work with 100 hands.

A cotton gin and grist mill has recently been established and is in operation.

Contract has been made for a woolen mill which will employ 100 hands. A knitting mill that will employ 100 hands and a wool scouring mill that will employ 50 have been contracted for.

A sash, door, frame and furniture factory

will be operated by a company with a capital of \$50,000.

There are many smaller industries, three or four brick yards, three ice factories, two steam laundries, bottling works, saddle and harness shops, &c., &c.

PUBLIC ENTERPRISES.

Laredo has some quite pretentious public buildings. The county court house is an imposing two-story brick building, the cost of which was \$60,000. The city hall is built of brick and cost \$40,000. Underneath is a market with stalls that bring an annual rental of \$7,000. On the same level

room, and stood packed together on the platforms and hung on the steps, laughing, shouting, yelling, in the wild exhilaration of their first ride on a car that pulled itself. A Mexican servant boy in the family of Mr. J. P. Flynn, manager of the Improvement Co., seeing the car approaching without the aid of the usual motive power, the diminutive and long-suffering Texas mule, rushed in the house, and, in wild excitement, with his hands thrown above his head, cried out: "No mooly! no mooly! but she go!"

The electric plant, besides furnishing

Arrangements have been concluded for an industrial school for boys, to be under the management of the same society. Architects have made plans for the buildings which, I am told, will cost \$250,000. The school will be located in that beautiful part of the town known as "The Heights." The Ursuline convent has been a noted school for many years.

Besides the Catholic church already mentioned, the Episcopalians, Baptists, Methodists and Presbyterians all have houses of worship.

GENERAL NOTES.

Laredo brags on its new hotel—and justly. I have been in nearly all the Texas towns, and, in my opinion, the "Hamilton" in Laredo, is unquestionably the best hotel in the State. It was completed and opened last November. It is a substantial brick structure, and is said to have cost \$100,000. It is clean, comfortable, well lighted and well ventilated. Mr. M. F. Thompson, a half owner and the lessee and manager, is one of the best hotel men I ever encountered. I was particularly struck by the attention given to the matter of cleanliness throughout the house, which is as carefully looked after as in a private residence presided over by the most exacting house-keeper. The table is excellent, one of the features of the menu being fresh fish and oysters, brought every day from the Gulf.

Besides the "Hamilton," there are several cheaper hotels.

Laredo has three banks with an aggregate capital of \$270,000. The principal one, the Rio Grande National Bank, is about to increase its capital from \$100,000 to \$250,000.

The city has set apart 75 acres for a park. It will be laid out and beautified.

Laredo is a United States military post, the army headquarters, Fort McIntosh being immediately adjacent to the town.

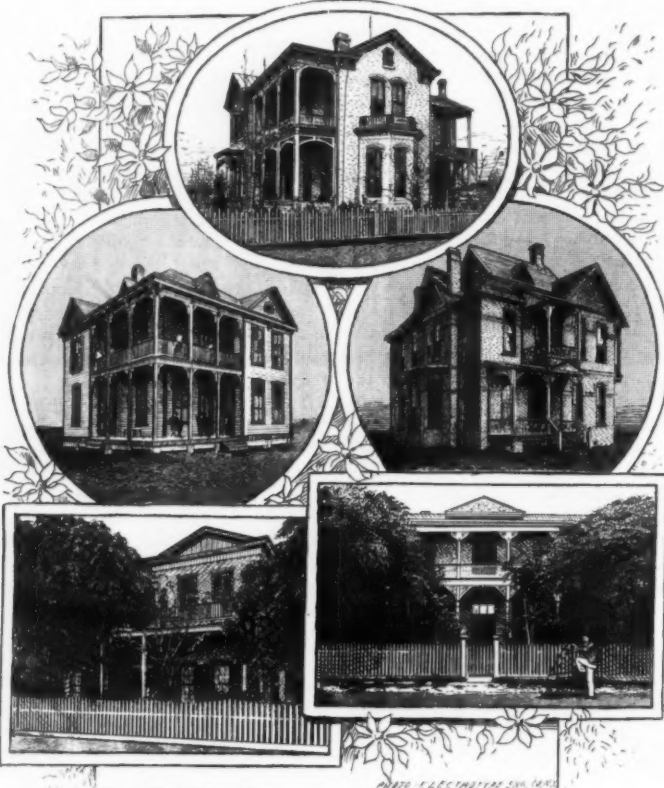
A colonization company of Chicago has secured control of 500,000 acres of land near Laredo on which to locate farms. They are negotiating now for a colony of 2,000 Swedes.

The city council is now consulting eminent engineers with a view to the construction of a system of sewerage. With the large amount of money in the treasury, proceeds of land sales, rent of market house, lease of bridge franchise, and from other sources, the city is in condition to undertake expensive public improvements without the imposition of burdensome taxes.

The following statistics emphasize all that has been said about the expansion of Laredo's business:

The import and export business done at Laredo, as shown by the custom-house records, amounted in 1888 to \$3,000,000, and in 1889 to \$10,540,000. That the increase is likely to be kept up is shown by the fact that while the business in January, 1889, amounted to \$630,000, in January, 1890, it reached \$1,300,000. With the same rate of growth the amount for 1890 will exceed \$20,000,000. During the last six months of 1889 the total value of importations into Mexico through Laredo amounted to \$3,320,000. The importations through El Paso for the same period were \$2,750,000. El Paso has been opened to through traffic over six years and Laredo a little over a year.

The Laredo express office receipts were



RESIDENCES.

and on the second floor are the municipal offices, council chamber, and a large public hall. The city has spent \$50,000 in street improvements. A water works company, with capital of \$100,000, furnishes the city with an abundant supply of filtered water from the Rio Grande. The company has 11 miles of mains laid.

An electric street railway is in operation, and since it was started, last December, its business has been so heavy that it has been obliged to double its outfit. The line has also been extended across the bridge into Nuevo Laredo. This railway plant is one of the latest installed, and has all the most recent improvements. The machinery, the cars and all the appliances are of the latest invention and design, and are the best that could be had. This system is the equal of any in America.

The impressions made upon the Mexican mind by this invisible method of propulsion is an interesting thing to study in its manifestations. I was in Laredo when the first car went over the road. When it left the business section and passed through the Mexican quarter the entire population gathered along the track and gazed upon the moving car. For the rest of the day every home was deserted and the streets through which the track was laid suggested the route of a circus procession—only there was less of the animated interest, and instead, a solemn, wondering, awe-struck contemplation of the marvelous thing. After one or two trips, a few of the more courageous ventured to get on the cars, and, seeing no harm came to these, others quickly followed. Thereafter every car was crammed full from one end of the line to the other. They crowded in and filled the seats and every inch of standing

motive power for cars, will also be equipped with facilities for furnishing power for the machinery of small industries to be located near.

The town is lighted by electricity, and in the Mexican section the union of electric wires and lamps with adobe houses and other relics of the old regime, makes a queer and incongruous combination.

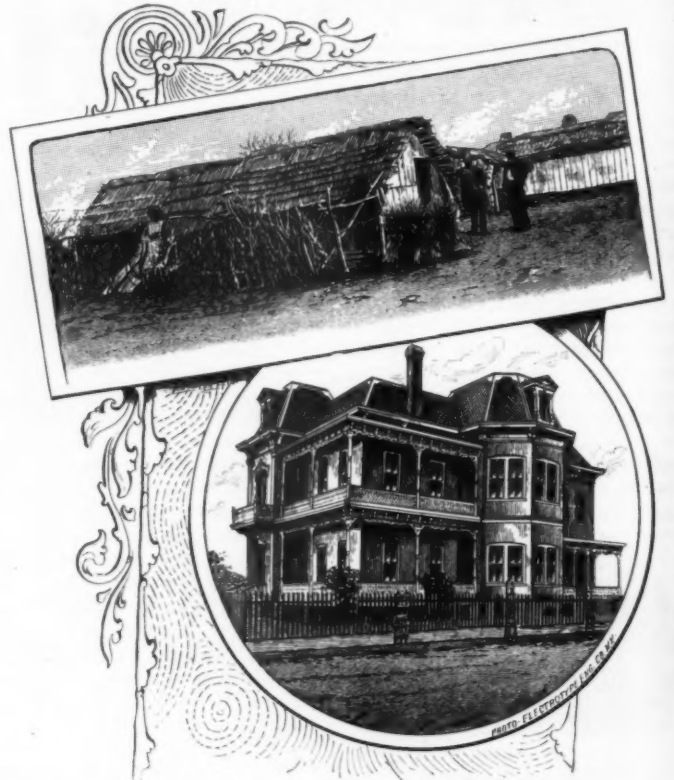
The Laredo Improvement Co. is putting in another electric-light plant with capacity of 2,000 incandescent and 100 arc lights.

The Mexican National Railroad has a steel bridge across the river, the cost of which was \$120,000. The International Bridge & Tramway Company completed last May, at a cost of \$100,000, a steel foot and tramway bridge across the river.

There is an international telephone exchange here, with 225 subscribers. The managers of the company say that Laredo furnishes a cleaner rent roll in the matter of payments than any other town in the Southwestern district.

SCHOOL AND CHURCHES.

The city supports an excellent system of public schools, and has a number of handsome brick school buildings. It has set apart a large area of land, the proceeds of the sale or lease of which are to be used as a school fund. It has also set aside a large number of blocks in different parts of the city as building sites for schools. Three to cost \$15,000 each will be built this year. The Laredo Seminary, a large school for girls, was established in 1882 by the Methodists, under the auspices of the Women's Missionary Society, of Nashville, Tenn. About \$90,000 has been expended in buildings. The institution is self-supporting.



THE OLD AND THE NEW—OPPOSITE CORNERS.

Laredo is doing an astonishing amount of building. Business blocks and handsome brick residences are going up everywhere, and yet the increase in the number of stores and dwellings falls very far short of keeping up with the growth of the population. The Rio Grande National Bank is about to build a brick block 3 or 4 stories high. Contracts have been let for a number of business houses and fine residences in addition to those now building.

A building and loan association, with a capital of \$100,000, is doing a good business.

A loan and trust company has recently been organized with a capital of \$250,000.

102 per cent. greater in 1889 than in 1888. The Western Union telegraph receipts were: 1888, \$6,300; 1889, \$10,300. The water works receipts were in 1888, \$23,000; in 1889, \$40,000.

The earnings of the International Great Northern Railroad at Laredo were \$400,000 greater in 1889 than in 1888. The increase in January 1890 over December 1889 amounted to \$87,000.

Laredo is a peaceable, law-abiding city. The city government is in the hands of the foremost and wealthiest citizens.

Contract has been given for erection of a Masonic temple and opera-house, representations of which are shown on page 29.

CLIMATE.

Laredo a Natural Health Resort.

It is difficult to convince people who have never been in the South in summer that there are localities in the far South where one may spend July and August with less discomfort than in Boston or Chicago. They fail to recognize the fact that the degree of heat is not dependent upon latitude alone. They look upon the South as a vast plain, sweltering in torrid heat from May to October. This idea, however, is not as widely prevalent now as it was a few years ago. The growth of business relations between the North and South has led to investigation and a better knowledge of Southern conditions. I have met people from New England in North Alabama in the summer, and seen them amazed to find a more pleasant temperature than they had left behind. I have heard them say they had come South with fear and trembling, having always had an idea that the intense heat made a visit to the South in summer a hazardous undertaking.

Dr. M. K. Taylor, a retired surgeon of the United States Army, read before the American Climatology Society at its meeting in 1888, a paper on the climate of Western Texas from which I make the following extracts:

"It may be proper here to say a few words in regard to the nights, and in doing so I feel quite safe in stating that it will be difficult to find another place on the continent where the hours of sleep and repose can be enjoyed the year through in a greater degree than in this section. The cool, dry breezes enable one to sleep in the draught without risks, as nearly everybody does, and the evenings, with their clear skies after sundown, and beautiful moonlights, and the cool morning winds up to 9 or 10 o'clock, are something that persons must see and feel for themselves to appreciate thoroughly. Not a night for the past summer has there been in the city that sultry condition so oppressive to every one during the warm season in the North. The fresh morning air at a temperature of 68° to 75° is a delight.

And the question now arises what are the practical benefits to be derived from the climate of Southwestern Texas? The answer is, there are many. Chronic catarrhal affections, except perhaps of the nasal regions, which are occasionally seemingly irritated by the dryness, and the earlier stages of tuberculosis are almost invariably benefited if the patients remain long enough for the climate to do any good; chronic rheumatism and disease of the kidneys, both of which require a long time to effect a permanent benefit, and some nervous affections in which outdoor exercise is an essential feature in the treatment; these we say may go to the southwest country with the assurance that their ailments will be alleviated or cured by a prolonged residence. * * * Nor would I exclude those in the second stage of consumption. They are frequently improved greatly by a winter residence in the country, but it is useless to send those in the third stage with the expectation of ultimate recovery other than in the exceptional cases of what may be called acquired tuberculosis, and when the tubercular infiltration has not invaded the whole pulmonary structures. * * *

The opinions which have been presented are the result of a pretty large experience in the various sections of the United States. Born, raised, and educated in the North, and with professional and personal experience on the ocean and gulf seaboard and some experience in climbing the Colorado mountains, I think that I speak advisedly, when I say, of them all I prefer that Southwestern country where the most com-

fort can be had for the least trouble and expense.

For delicate children who require the invigorating influences of moderately cool weather and active out-door life, that climate is all one could wish during the winter season, while the spring, with its multitude of flowers, its fragrant breezes, its genial sunlight, and its evenings with their soft, sweet repose, give one a better idea of an earthly paradise than any place we have ever seen, or hope to see, in this broad land."

The Men who are Promoting Laredo's Development.

After all that has been said about Laredo, its resources and advantages, and the steps that have been taken towards making the fullest possible use of them, the reader will want to know something of the men who are doing this work. And when he has read the names of those who are identified with the Laredo movement, whose foresight and judgment led them to undertake the work of building a city here, he will see as an assured inevitable fact, the conditions that have herein been pointed out as Laredo's destiny.

The president of the Laredo Improvement Company is Mr. J. M. Hamilton, of the great Hamilton-Brown Shoe Company, St. Louis. Among the stockholders are Major J. F. O'Brien, general manager Mexican National Railroad, City of Mexico; Daniel H. Newton, of Newton Bros., Holyoke, Mass., owners of the widely-known Holyoke Paper Mills; Uriah Lott, president S. A. & A. P. R. R., San Antonio, Tex.; B. F. Yoakum, general manager S. A. & A. P. R. R., San Antonio; C. A. Merriam, general superintendent S. A. & A. P. R. R., San Antonio; J. S. Alexander, president Texas National Bank, San Antonio; H. D. Kampmann, proprietor Menger Hotel, San Antonio; John Sharer, capitalist, San Antonio; James Riley, capitalist, San Antonio; H. B. Andrews, capitalist, San Antonio; Col. E. B. Beaumont, United States Army, San Antonio; C. H. Mallory, President Mallory Steamship Line, New York; E. Spicer, Mallory Steamship Line, New York; Capt. J. N. Sawyer, Mallory Steamship Line, Galveston, Tex.; Hampton Young, Mallory Steamship Line, Galveston, Texas; George Sealey, vice-president Gulf, Colorado & Santa Fe Railroad, Galveston, Texas; Chas. Mann, President Oil Works, Yazoo City, Miss.; W. H. Stevenson, President Law Journal Publishing Company, St. Louis, Mo.; W. P. Gaines, capitalist, Austin, Texas; Col. S. B. M. Young, Commander Ft. McIntosh, Laredo, Texas; C. G. Brewster, collector of customs, Laredo, Texas; J. O. Nicholson, attorney at law, Laredo; A. R. Stults, President Smith Bridge Co., Toledo, O.; W. W. King, President San Antonio Land & Loan Co.; Ball, Hutchinson & Co., Bankers, Galveston; J. H. Hampson, the millionaire railroad contractor of Kansas City; S. P. Simpson, Banker, Eagle Pass, Tex.; Theo. D. Kline, general manager Mexican National Railroad, Laredo.

Among the stockholders in the Laredo Investment Co. are W. H. Thompson, President of Bank of Commerce, St. Louis; Jas. W. Bell, President of Continental Land & Cattle Co., St. Louis; D. M. Houser, President Globe Printing Co.; J. B. McCullagh, managing editor Globe-Democrat; Judge Boyle, attorney; W. H. Stevenson, President Central Law Publishing Co., St. Louis; C. W. Bullen, cashier Continental Bank.

The vice-president and general manager of the Improvement Co. is J. P. Flynn, who is a king among town builders.

Members of the Cabinet Interested in Laredo.

Among the owners of real estate in Laredo are two members of the Cabinet, Secretaries Blain and Windom. Senator

Wolcott, of Colorado has also invested in Laredo lots.

THE HEIGHTS.

East of Laredo, a mile from the center of the town, there is a series of elevations rising in gradual slopes to the height of 100 to 200 feet above the town level. The elevated area embraces several hundred acres. The ascent to the highest points is so gradual that the rise is hardly noticeable, except by the widening range of vision as one goes up. On the north and east of this plateau there is no barrier to the view within the limit of vision. To the south and west you see the bustling town, the glistening river, and then the Mexican Laredo, and beyond in barely perceptible outline the Lampazos mountains in Mexico nearly eighty miles away.

This elevation is called "The Heights." As a place for homes it is superb, and it has been laid out for that purpose. Many handsome residences have already been built, and others are being contracted for nearly every day. The locality has been made readily accessible from the business center by electric motor line and will have water works, electric lights and other conveniences.

WILLIAM H. EDMONDS.

Basic City.

Northern manufacturers have begun to appreciate Basic City, Va., as a place where they can carry on their industries. Within a week the Basic City Mining, Manufacturing & Land Co. has completed a contract with the Buffalo Lock Works, of Buffalo, N. Y., for the removal of the latter's plant to Basic City. The latter company binds itself to commence erecting its buildings within thirty days and to put a large force of employees at work at once. This means an early addition to the city's population of 500 mechanics.

The beauty and healthfulness of the situation have attracted many visitors, who have gone there from other motives than curiosity. Among these have been the representatives of the faculty of the "Shenandoah Valley Normal College," who were seeking a suitable location to which they could remove that well-known educational institution. After a thorough examination they decided upon Basic City, and, having secured the necessary site, they are now preparing contracts for the erection of the necessary buildings to accommodate 200 students, which buildings are to be ready for occupation September 1 next ensuing, at which time the fall term will commence.

Correspondents have from time to time told the readers of the MANUFACTURERS' RECORD of the lovely situation of "the beautiful city of the Shenandoah," of its healthfulness, of its superior transportation facilities, of the abundance and variety of the mineral and timber resources of the adjacent country, and of the earnest and progressive character of its citizens. Our advertising pages have set forth the liberal offers made by the town's proprietors to manufacturers, and have stated that it was their purpose to secure substantial industries before placing a single one of the lots on sale. The responses to these offers are coming into the

officers of the company, and there is every reason to believe that all and even more than they expected in the matter of securing industries will be accomplished before the sixty days' limit has expired.

The Press on the Conger Bill.

A WRONGFUL SUPPOSITION.

The importance to the South of the cotton-seed oil industry needs little comment from a Southern journal, as the advantages that have accrued to the farmers from the discovery of a profitable market for a portion of their product that was formerly thrown away, are widely known and appreciated. Nearly \$5,000,000 worth of cotton-seed oil is annually used in the manufacture of compound lard, which it is proposed to tax out of existence. It is not claimed that the article is a harmful adulteration, but on the contrary, it is admitted that it is thoroughly wholesome and composed of the best and purest ingredients. The only excuse for the proposed tax is the wrongful supposition that the Western lard industry is injured by the resulting competition.—New Orleans Picayune.

A MATTER OF MONEY.

The lard bill is a matter of money. It is backed by the millions of the great Western pork packers, and this combination has been and is now represented at Washington by a brigade of trained lobbyists. The pretense that the bill is in favor of healthful food has been long ago exploded. It has been shown that the lard which the bill is intended to protect is made from the offal of hogs, and from hogs that are found dead in the cars and in the pens. The methods of the pork packers have been thoroughly ventilated, and yet, by means of their money, judiciously applied where it would do the most good, they have succeeded in securing a favorable report from the House committee on agriculture.—Atlanta Constitution.

LET THE PEOPLE MAKE CHOICE.

The sooner the government investigation of this subject is dropped, the better. If a man prefers cotton-seed oil to hog's lard, or to olive oil, he ought to be allowed to pay his money and take his choice. The government is guilty of usurpation when it undertakes to become grocer and prescription clerk for the public; and it will be guilty of a wrong if it undertakes, in the interest of private enterprises, to attack a great American industry and a great American product.—Charlotte (N. C.) Chronicle.

AN UNCONSTITUTIONAL MEASURE.

"Compound lard," which it is proposed to tax, contains of pure lard about 60 per cent., the additional 40 per cent. consisting of pure cotton-seed oil and pure beef tallow. These three ingredients are wholesome. No one will undertake to prove they are not. The revenue to be derived, should the bill become a law, is not needed. No consumer desires its passage. But the compound lard thus produced can undersell hog's lard, and now persons interested in the manufacture of the latter demand that Congress shall, in their interest solely, put a virtually prohibitory tax on the cheaper and equally acceptable product. It is a proposition to tax one industry out of existence for the benefit of another industry. We do not believe the measure is constitutional; but a determined effort should be made to prevent its passage through Congress, and thus render appeal to the courts unnecessary.—Little Rock (Ark.) Gazette.

A TEMPORARY SUCCESS AT BEST.

The attempt to restrain the use of cotton-seed lard, even if the bills referred to should pass, can only be temporary in its effects. Cotton-seed lard is forcing its way to the front, and, with its admitted superiority in purity and wholesomeness, will soon largely, if not entirely, supersede hog's fat and become an article of almost universal use.—Nashville (N. C.) Argonaut.

"The South is the Coming El Dorado of American Adventure"—Late Hon. Wm. D. Kelley, of Pennsylvania.

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Our Coal and Iron Lands are already developed, therefore we will invest every dollar in the improvement of our town site, rapidly enhancing the value of the lots you buy.

Deptford lies on the Nashville, Chattanooga & St. Louis Railroad *at its conjunction* with the Memphis & Charleston survey and the Birmingham Mineral; and also enjoys advantages of water transportation by the great Tennessee River, which renders null the detrimental portions of the Interstate Commerce Law.

DEPTFORD IS THE HEIRESS OF THE VALLEY.

All its wealth and commerce must pass through her midst and pay tribute to her successful growth. She is controlled and now being developed by the DEPTFORD LAND & IMPROVEMENT COMPANY, a corporation chartered under the laws of the State of Tennessee, composed of Philadelphia capitalists.

A limited number of Lots will be placed on the market at a low price from April 23 to May 5, at which date the Company guarantees to advance prices 20 per cent., and on May 10 all property will be taken from the market preparatory to the

First Great Auction Sale of Lots, **MAY 12 AND 13.**

Special Trains will be run, reaching Deptford on those dates from Philadelphia, Chattanooga, and other points. REDUCED FARE ON ALL RAILROADS. For further information address

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FRANK D. ARTHUR, Manager.

Deptford, Marion County, Tenn.

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Arrangements will be made to secure reduced rates of railroad fare for all parties attending the sale and where practicable excursion trains will be run.

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TERMS OF SALE.

One-fourth cash; one-fourth in one year; one-fourth in two years; one-fourth in three years, with interest at 8 per cent on deferred payments; or the notes for deferred payments may at the option of the purchaser be settled within thirty days

of date of purchase by one-third cash and two thirds stock of the company at par.

Twenty-five per cent. of the gross receipts of the sale will be applied toward the construction of a 100-ton rolling mill, thereby largely increasing the value of every foot of Sheffield reality.

All company property will be withdrawn from sale for 10 days previous to public sale and for not less than 30 days after sale.

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She is Firmly Established and Her Future is Assured.

The sale announced will offer opportunities for investment that cannot be excelled. The attention of the public is invited.

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CAPITAL, \$1,000,000. 40,000 Shares at Twenty-five Dollars Per Share.

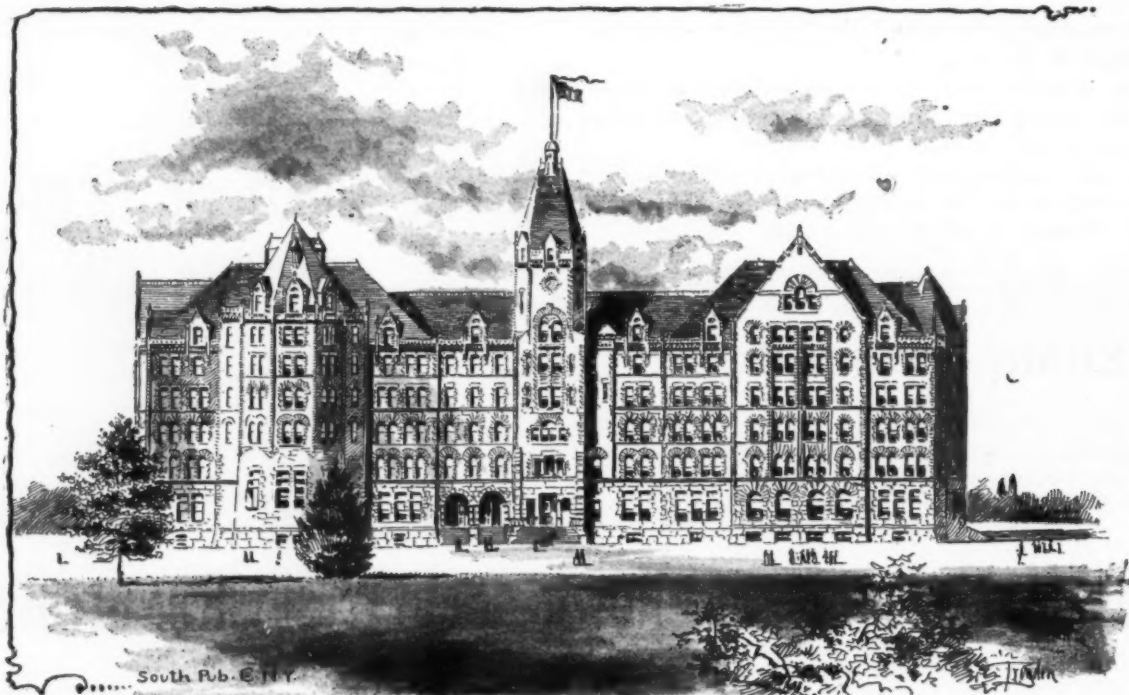
OFFICERS:

President and General Manager, HON. S. J. ANDERSON, of Portland, Me., President of the Portland & Ogdensburg R. R. Co.; Vice-Presidents, COL. C. T. WILSON, 10 Wall St., New York, President of the Birmingham, Blocton & Brierfield R. R., and HON. HENRY R. SHORTER, President of the Railroad Commission of Alabama; Treasurer, J. A. FLOMERFELT, 177 Broadway, New York.

A SPECIAL EXCURSION TRAIN of Pullman cars will leave Boston from the Old Colony R. R. station SATURDAY, APRIL 26, at 6 P. M. for Bluffton, via Washington and the Shenandoah Valley, to attend the

GREAT LAND SALE of the Company, April 30.

FARE, \$55.00 for the round trip of 10 days, including all expenses. Arrangements have been made to visit points of interest en route.



The cut represents the magnificent Main Building of the new "University of the Southland" to be erected at Bluffton. It is under the auspices of the Methodist Episcopal Church, and will be one of the largest and finest educational edifices in the country. It is 300 feet long, with wings extending back 100 feet. This building is to be built with sandstone front and brick back, the sandstone being a beautiful cream white, and is found within 100 yards from the site of the building. Work will begin this month and pushed rapidly.

The Bluffton Company has completed negotiations for the establishment of a large Arms Co. with a capital of \$200,000 to make high-grade guns and pistols. It will be the only establishment of its kind South or West. There is also a large machine shop, foundry and forge shop secured. Brick works will be established immediately.

A bank will be located; the subscription for stock is now being secured.

Bluffton offers to investors the brightest prospects of any of the towns of the South.

Its solid bluffs of brown hematite iron ore constitute the most wonderful deposit known, and the company is daily shipping from its mines large quantities of ore to the leading furnaces of the South. It is in the center of an established iron district, four furnaces surrounding its city site being in successful operation.

The company has built and furnished an elegant hotel, now open to the public. Streets are graded, and a number of substantial brick blocks and tasty dwellings erected. There are also in operation a shingle mill and a sash, blind and wood-finishing factory.

A city of large proportions is assured; but the management will not stop here. Already negotiations are pending that will undoubtedly lead to great results.

The Land Sale will be conducted in such a manner that purchasers can be assured of handsome returns.

The small capitalization (one-half still being treasury stock) commends itself to prudent investors.

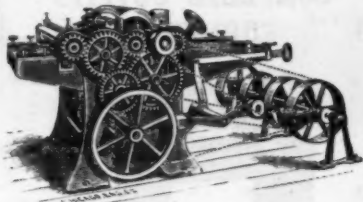
A limited amount of this stock will be issued at par, less a discount of 15 per cent. if taken before April 30, and be received on that date and subsequently at par in payment of land purchases.

Bluffton is situated on the main line of the E. T., Va. & G. R. R., and one mile from the E. & W. R. R. of Alabama.

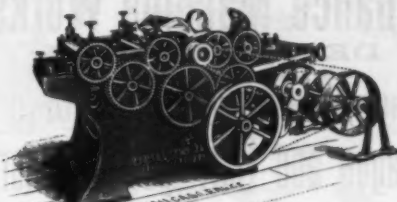
For prospectus and all further information address HON. S. J. ANDERSON, Portland, Me.; S. N. MAYO, 103 Milk St., Room 1, Boston; W. M. PENNELL, Brunswick, Me., or the COMPANY, Bluffton, Ala.



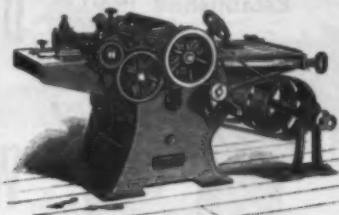
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No. 2 Clipper Planer, Matcher and Moulder.



I. X. L. Planer and Matcher.



Strain Scroll Saw.

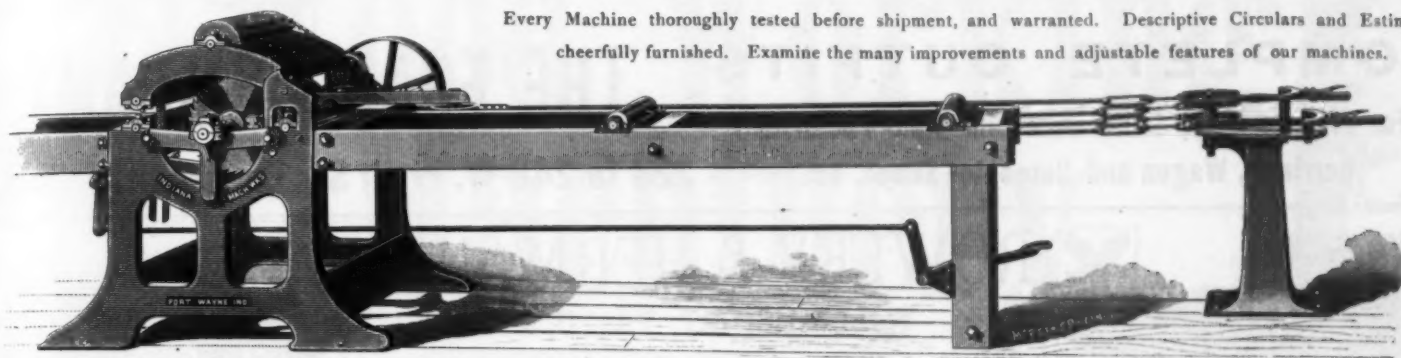
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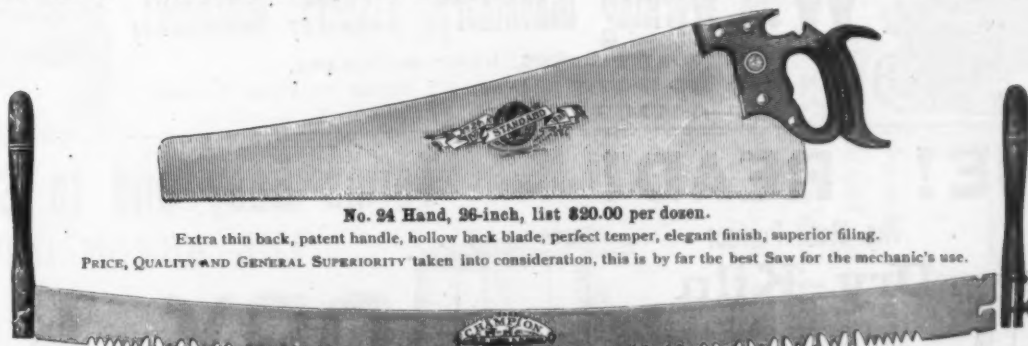
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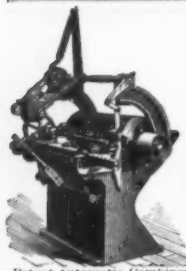
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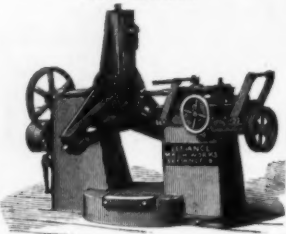
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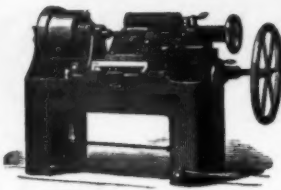
Defiance Machine Works, DEFIANCE, OHIO.

MANUFACTURERS OF

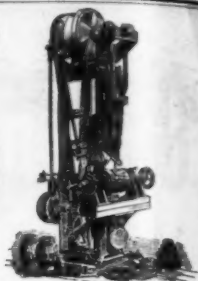
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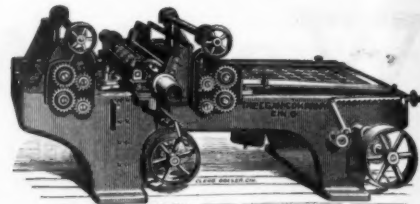
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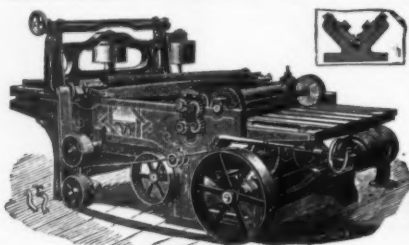
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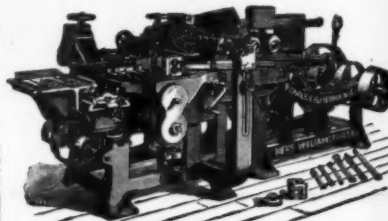
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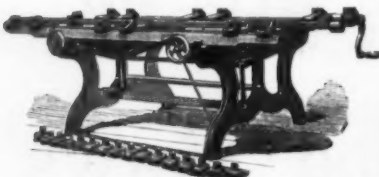
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IN AMERICA.

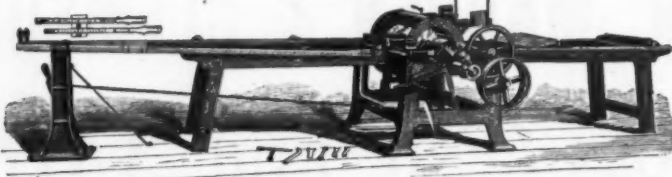
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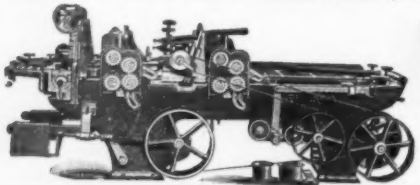
No. 1 New King Power Feed Gang Rip Saw.



Phillips Patent Sash Clamp.

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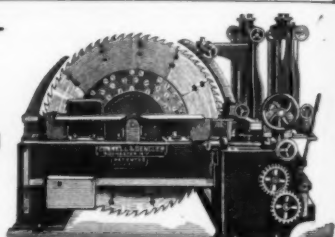


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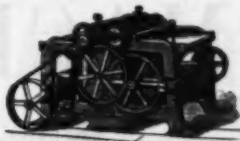
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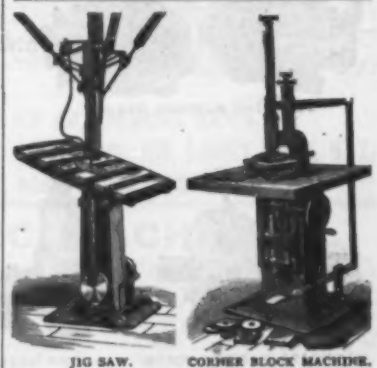
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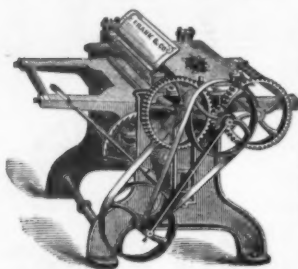
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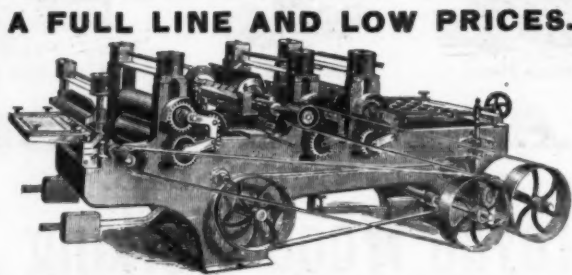
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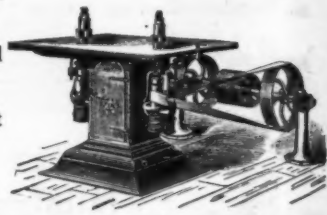


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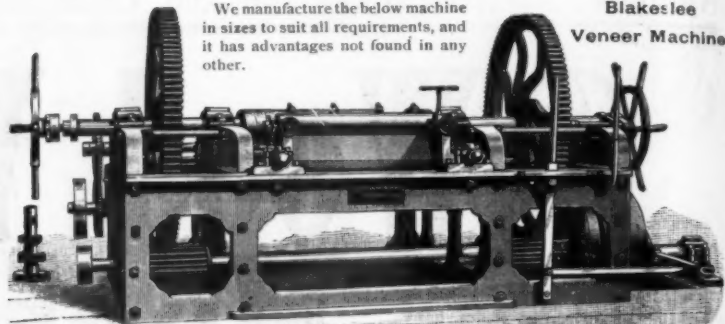


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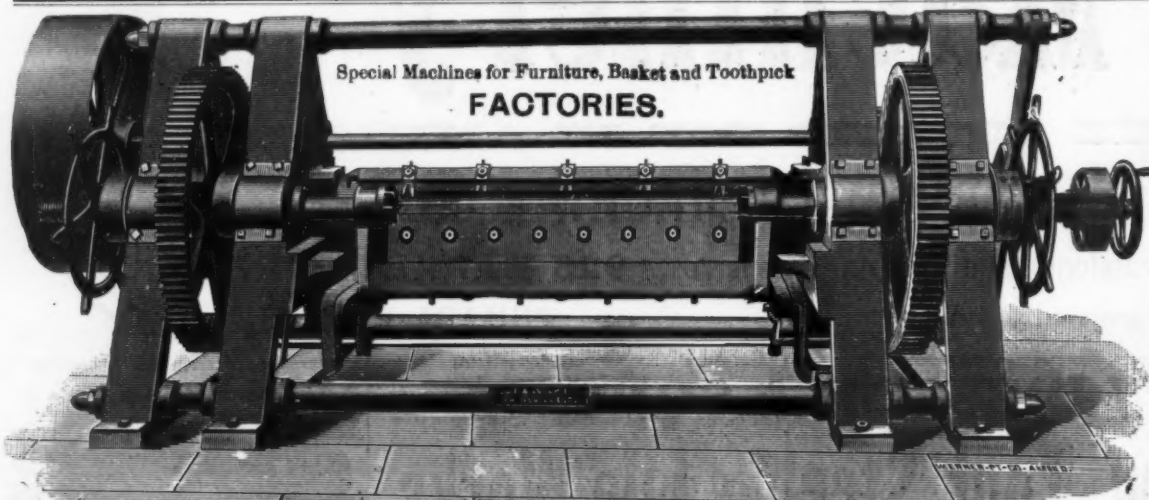
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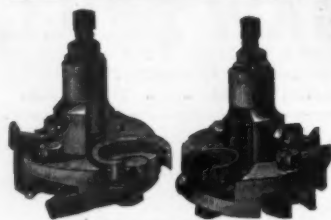
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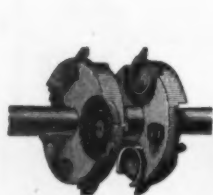
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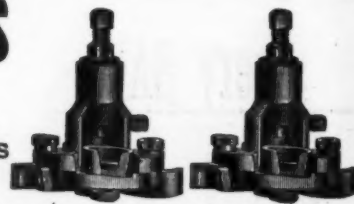
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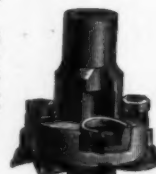
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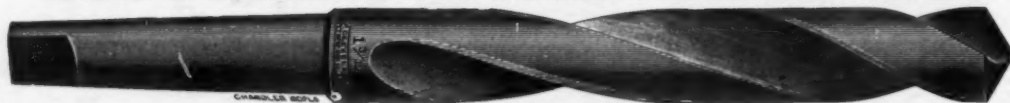


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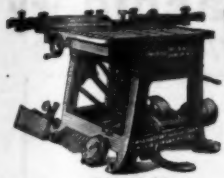
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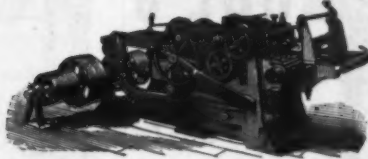
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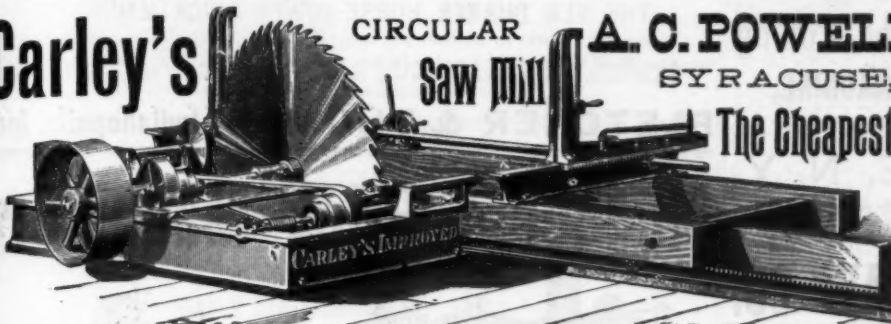
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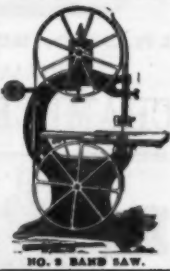
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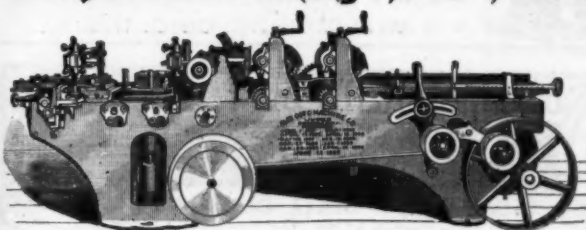


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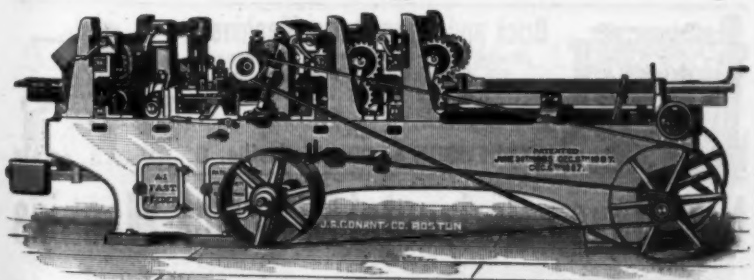
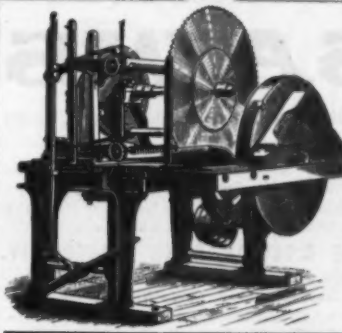
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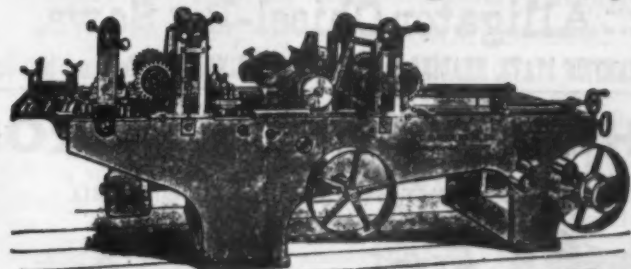
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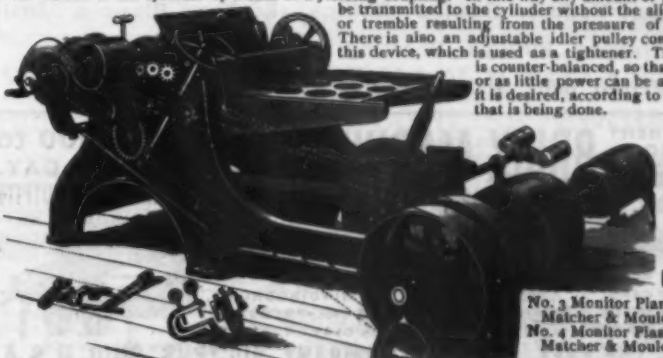
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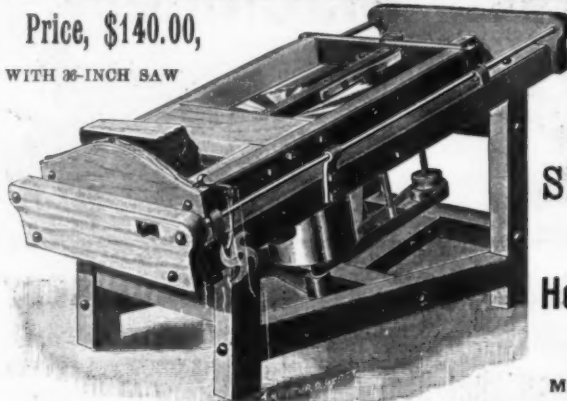
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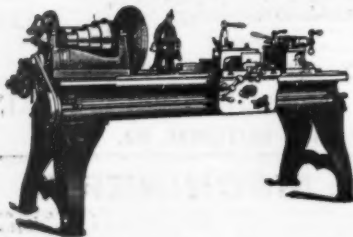
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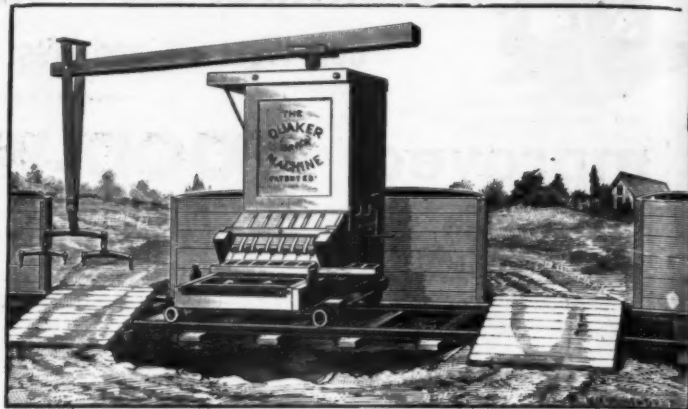
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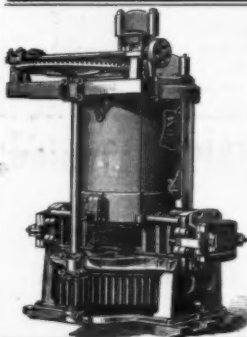
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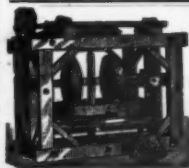
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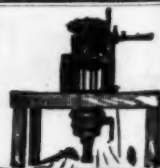
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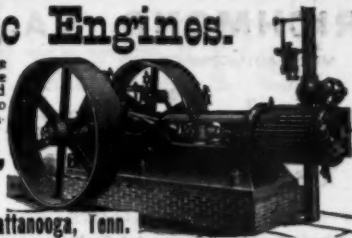
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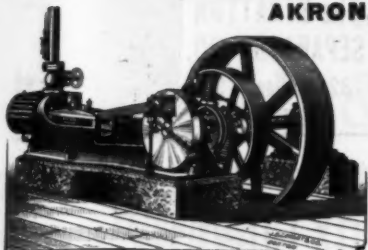
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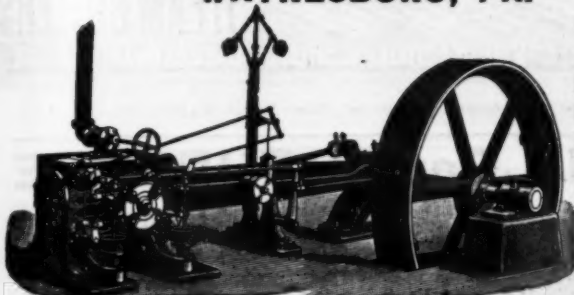
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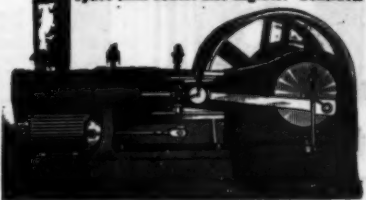
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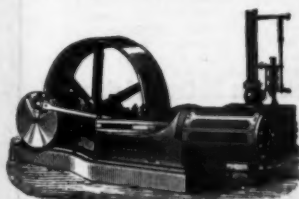
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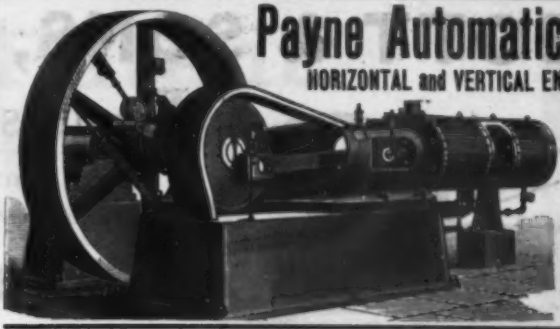
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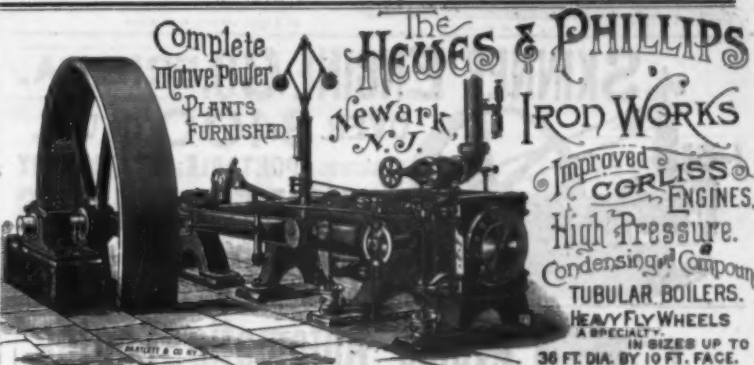
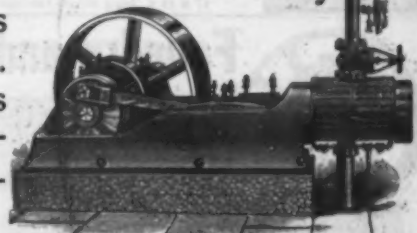
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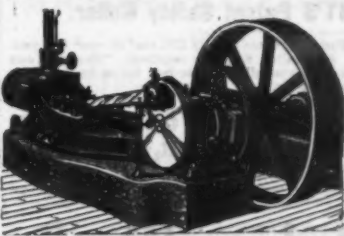
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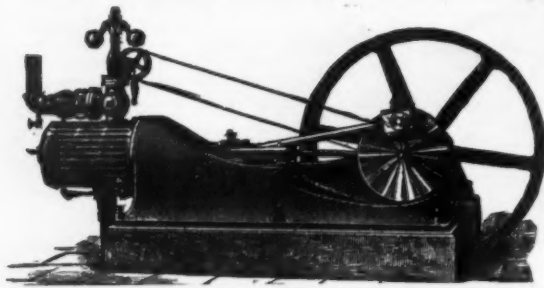
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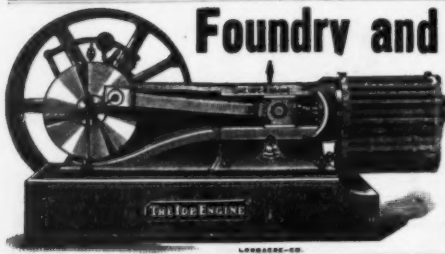
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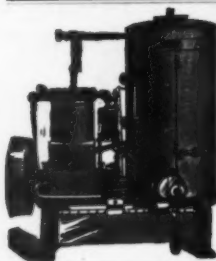


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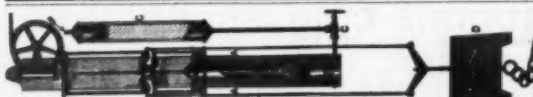
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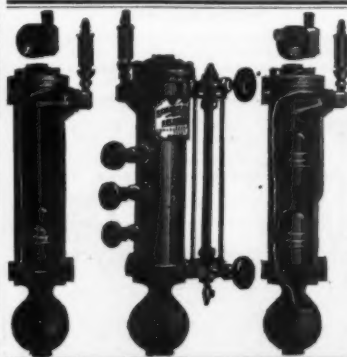
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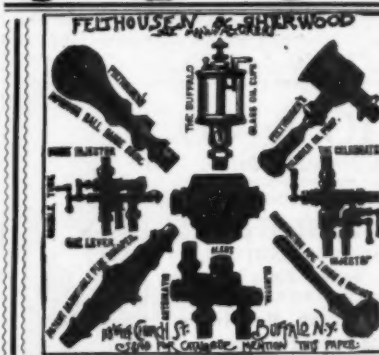
Graniteville Mfg. Co., Graniteville, S. C.
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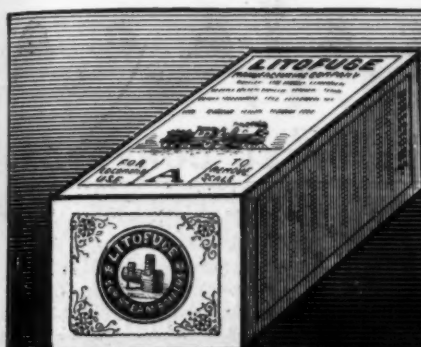
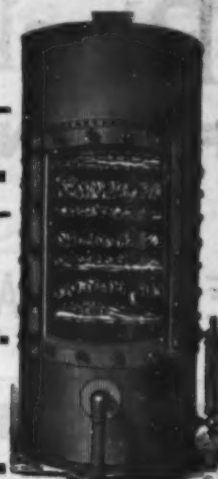
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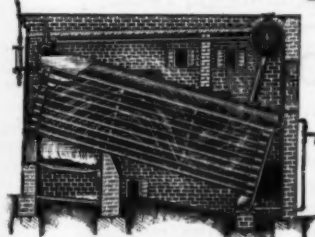
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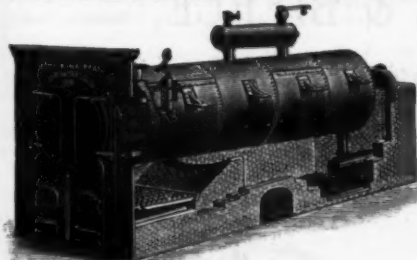
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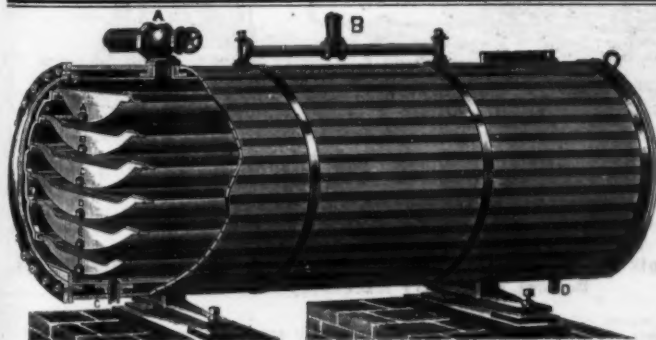
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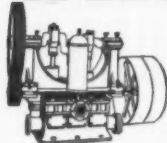
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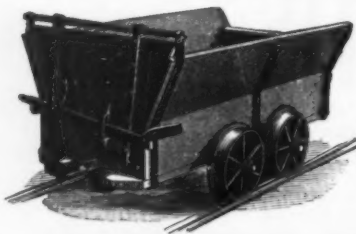
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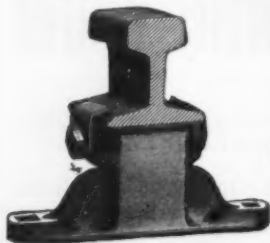
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Railroad Construction

Ablene, Texas.—Street Railroad.—John Bowyer, F. W. James and J. P. Massie have applied for right of way for a street railway.

Anniston, Ala.—Railroad.—Surveys are reported as completed on the Anniston & Montgomery Railroad, previously mentioned. The road is to extend from Anniston to Montgomery, 110 miles distant. John W. Noble is president of company.

Aransas Pass, Texas.—Railroad.—The construction of a railroad from the Lascerrillos coal mines, near Santa Fe, New Mexico, to Aransas Pass, a distance of about 1,000 miles, is being talked of. It is said that Jay Gould will aid in building this road. O. L. Houghton, of New Mexico, is also interested.

Asheville, N. C.—Belt Railroads.—It is stated that two belt railroads will be constructed instead of one, as was previously rumored. Nat'l Atkinson is president of the company contemplating the first one, and P. M. B. Young is said to be connected with the second one. The first-named road is to be 5 miles in length.

Ashland, Ky.—Electrical Railroad.—The Ashland & Catlettsburg Street Railway Co., lately referred to, has let contract for ties and rails to lay 1½ miles of track.

Ashville, Ala.—Railroad.—The New South Manufacturing & Mining Co., mentioned last week, will, it is reported, also extend the Ashville & Whitney Railroad to Greensport.

Atlanta, Ga.—Railroad.—Surveys have been partially made for the Atlanta & Alabama Railroad projected to Selma, Ala., 175 miles distant. Henry B. Tompkins is president, and L. E. O'Keefe, secretary, of the company.

Atlanta, Ga.—Railroad.—Surveys have been completed on the projected Atlantic, Atlanta & Great Western Railroad, previously mentioned. Two hundred miles of right of way are reported to have been secured, construction to be commenced this season. George W. Fry is president and W. T. B. Wilson, chief engineer, both of Chattanooga, Tenn.

Austin, Texas.—Electrical Railroad.—M. M. Shippe, representing Kansas City (Mo.) capitalists, has applied for permission to construct an electrical railroad, referred to last week.

Baltimore, Md.—Railroad.—Contract will, it is reported, be awarded for the construction of the Baltimore, South Baltimore & Curtis' Bay Railroad, lately mentioned. The road is but a few miles in length. W. S. Rayner can give information.

Baltimore, Md.—Belt Railroad.—The city council has granted the franchises asked for to the Baltimore Belt Railroad Co., lately referred to. The mayor's signature is now the only thing needed to make it a law.

Baltimore, Md.—Rapid Transit.—The Baltimore Union Passenger Railway Co. has asked for permission to adopt either the cable system, electricity, compressed air or gas engines for the purposes of rapid transit.

Brevard, N. C.—Transylvania county will hold an election in June to decide whether to appropriate \$50,000 to the French Broad Valley Railroad Co., previously referred to.

Charleston, S. C.—Railroad.—Concerning the projected Mt. Pleasant, Santee & Little River Railroad, lately referred to, John C. McNaughton, president of company, 228 Dock street, Philadelphia, Pa., states that work of construction will not be commenced for some time.

Charleston, W. Va.—Railroad.—The Kanawha & Michigan Railroad Co. has been organized with Robert W. Kelley, of New York, president. It is reported that this company will take control of the Kanawha & Ohio Railroad, the reported lease of which to the Chesapeake & Ohio Railway Co. is said to have failed of consummation.

Copenhagen, Tenn.—Dummy Railroad.—Charter has been obtained for a company which proposes to construct a dummy railroad to Owens.

Dallas, Texas.—Electrical Railroad.—The Dallas Rapid Transit Co., previously referred to, has made a conditional proposition to extend its line.

Dublin, Ga.—Railroad.—The Wrightsville & Tenuille Railroad Co. (office, Tenuille) is said to contemplate the extension of its road about 40 miles to Abbeville.

Fernandina, Fla.—Electrical Railroad.—A company is reported as being formed for the purpose of improving suburban land and constructing an electrical railroad to it.

Florence, Ala.—Mineral Railroad.—Mills & Storie have reorganized as the Cherokee Stone & Railway Co. with Charles E. Smith, president; capital stock \$50,000. The company will, it is reported, construct two miles of railroad to connect the quarries with the Memphis & Charleston Railroad.

Flovilla, Ga.—Dummy Railroad.—The construction of a dummy railroad to extend to Indian Springs is being agitated. George B. Elder can give information.

Fort Worth, Texas.—Belt Railroad.—Daniel Carey & A. S. Hayne are said to have secured

contract for grading the belt railroad previously mentioned.

Frankfort, Ky.—Bills are before the legislature to incorporate the Paducah, Southern & Jackson Railroad Co.; to incorporate the People's Electric Street Railway Co., of Campbell county; to incorporate the Elkhorn & Pineville Street Railway Co.; to incorporate the Solyersville, Prestonsburg & Norfolk Railway Co.; to incorporate the Louisville, Somerset & Jellico Southern Railroad Co.; to incorporate the Kentucky River & Virginia Railroad Co.; to incorporate the Prestonsburg & Southern Railway Co.; to incorporate the Cynthiana Western Railroad Co.; to incorporate the Louisville, St. Louis & Nashville Railway Co.; to incorporate the Louisa & Southeastern Railroad Co.; to incorporate the Princeton Belt Railway Co.; to incorporate the Street Railway Co., of London, Ky.

Gurnee, Ala.—Railroad.—Aldrich, Worthington & Co. have secured the contract mentioned last week for constructing 18 miles of the Briarfield, Blocton & Birmingham Railroad to Bessemer.

Hart's Road, Fla.—Railroad.—It is rumored that the Florida Central & Peninsular Railroad Co. (office, Jacksonville) intends constructing a line of road from Hart's Road to Jessup.

Henrietta, Texas.—Henrietta has raised the subsidy asked by the Gulf, Brazos Valley & Pacific Railway Co., lately mentioned, consisting of right of way and \$1,000 a mile. Surveys are being made.

Huntington, W. Va.—Street Railroad.—The Huntington Electric Light & Street Railway Co. will construct 4 miles of street railroad this summer. J. L. Caldwell, secretary, can give information.

Huntington, W. Va.—Railroad.—Surveys are now being made for the projected Huntington & Big Sandy Railroad, mentioned last week. This railroad will, if built, connect the Norfolk & Western Railroad with the Ohio River Railroad.

Jacksonville, Fla.—Dummy Railroad.—The Main Street Railway Co. is reported as having adopted the Connolly gas motor for motive power.

Johnson City, Tenn.—Dummy Railroad.—The Proctor Land Co., mentioned elsewhere in this issue, will, it is reported, construct a dummy railroad.

Johnson City, Tenn.—Dummy and Street Railroad.—H. W. Hargrove, S. P. Ivins and others are said to contemplate the construction of a dummy railroad to Carter's Depot, and also the building of a street railroad.

Johnson City, Tenn.—Railroad.—Wm. Kenefick will receive bids for grading 10 miles of railroad.

Knoxville, Tenn.—Railroad Bridge.—Reps, Jones & Co are reported as having received contract for masonry work on the bridge previously reported as to be built by the Knoxville Southern Railroad Co.

Laredo, Texas.—Railroad.—The Texas Mexican Railway Co. will hold a stockholders' meeting on June 25 for the purpose of authorizing the issue of \$2,430,000 of first mortgage bonds and \$1,444,000 of income bonds for the purpose of providing funds for taking up and cancelling all outstanding bonds and widening the gauge of the road, as was mentioned last week. This road is a portion of the Mexican National Railroad Co.'s system.

Lenoirs, Tenn.—Railroads.—The Lenoirs City Co. will soon have surveys made for the railroad lately mentioned to Harriman, 23 miles distant, and also to a connection with the Knoxville Southern Railroad, 7 miles distant. The lines, if constructed, will become a part of the East Tennessee, Virginia & Georgia Railway Co.'s system.

Linville, N. C.—Railroad.—Preliminary surveys have been completed for the road previously reported as to be constructed to Cranberry by the Linville Improvement Co.

Little Rock, Ark.—Railroad.—The Tennessee, Arkansas & Texas Railroad Co. has been incorporated with a capital stock of \$2,500,000 by H. L. Brinkley, Z. Ward, J. H. McCarthy, of Little Rock; D. H. Scott, of Paris, Texas, and W. J. Little, of Hot Springs. The company contemplates constructing a standard gauge railroad to Paris, Texas, 130 miles distant, and will use, it is stated, the charter of the Paris, Choctaw & Little Rock Railroad Co. It is also reported that the company will endeavor to purchase the Little Rock & Memphis Railroad, but if unsuccessful, will construct a railroad to Memphis, Tenn.

Little Rock, Ark.—Street Railroads.—The consolidated street railroad companies mentioned last week will be known as the Capital Street Railway Co.

Lynchburg, Va.—Street Railroad.—The North Lynchburg Street Railway Co. has been chartered with Wm. Hurt, president; capital stock not less than \$10,000 or more than \$50,000. The company intends constructing a street railway in connection with the Rivermont Co., mentioned last week.

Meridian, Miss.—Dummy & Electrical Railroad.—The City Railroad Co. is said to be considering the advisability of adopting dummy engines or electrical power for traction purposes,

Montgomery, Ala.—The Mexican Gulf, Pacific & Puget Sound Railroad Co., previously referred to, has completed final organization with S. M. Van Praag, president; J. H. Cross, secretary, and A. R. McCauley, auditor.

Murfreesboro, N. C.—Railroad.—The Murfreesboro Railroad Co. will construct, it is reported, its projected railroad, previously mentioned, to Conway, during the summer or fall. Length of road is 7 miles.

Richmond, Va.—Electrical Railroad.—The Southside Land & Improvement Co. is reported to have let contract for its electrical railroad, previously mentioned, to the Sprague Electrical Railway & Motor Co., of New York city.

Roanoke, Va.—The Shenandoah Valley Railway has been ordered by the court to be sold, to satisfy the mortgage of the Fidelity Co. It is rumored that the Norfolk & Western Railroad Co. will be the purchaser.

Rome, Ga.—Electrical Railroad.—A Lynchburg (Va.) syndicate is reported to be negotiating for the purchase of Rome Street Railway and the North & South Street Railway. If successful, will adopt electricity as motive power.

Savannah, Ga.—Railroad.—It is claimed that the Southbound Railroad, mentioned recently, will be constructed to a connection with the Florida Central & Peninsular Railroad at Hart's Road. If so, Mike Brown, Barnwell, S. C., can give information.

Savannah, Ga.—Railroad.—Application has been made for incorporation of the Seaboard Co. for the purpose of constructing a railroad from Savannah in a westerly direction; capital not less than \$50,000 or more than \$1,000,000. J. P. Williamson, F. M. Farley, H. P. Smart, D. C. Bacon and others are the incorporators.

Southern Pines, N. C.—Tram road.—The Tarbell Lumber Co., mentioned elsewhere in this issue, is constructing a tram-road 12 miles in length.

Tallahassee, Fla.—Railroad.—The Florida Central & Peninsular Railroad Co. (office, Jacksonville) has at present the intention of constructing a line of railroad from Tallahassee to Columbus, Ga., to run almost parallel to the Chattahoochee river.

Texarkana, Ark.—The St. Louis, Iron Mountain & Southern Railroad Co. (office, St. Louis, Mo.) will, it is reported, purchase the Shreveport & Gate City Railroad and extend it to Shreveport, La.

Thomasville, N. C.—Railroad.—The Thomasville, Silver Valley & Pee Dee Railway Co. will shortly call a meeting for formal organization. J. T. Cramer or Pleasant C. Thomas can give information.

Titusville, Fla.—Railroad.—The St. Sebastian Sugar Valley Railroad Co. has been incorporated for the purpose of constructing a 24-mile railroad in connection with the St. John's & St. Sebastian Canal Co.'s canal, mentioned elsewhere in this issue. The officers of the latter company can give information.

Washington, D. C.—A bill has been introduced into Congress for the purpose of incorporating a terminal company with a capital stock of \$15,000,000, organized by James H. Saville, Eppa Hunton, S. M. Bryan, M. W. Beveridge, C. B. Pearson and others. The company is formed for the purpose of providing terminal facilities for the railroads of Washington, and to build tracks, depots and a union depot.

Washington, D. C.—Railroad.—The Washington & Western Railroad Co., previously reported, has applied for permission to enter its road from Virginia across the Potomac river into Washington.

Washington, Ga.—Railroad.—A construction company is said to have been organized for the purpose of constructing the proposed road lately mentioned as to extend to Lincolnton. This is perhaps the Washington Construction Co., recently referred to.

Winchester, Tenn.—Electrical Railroad.—The Winchester Street Railway Co. will shortly commence construction on the electrical railroad mentioned last week. The company will erect electric plant.

Wytteville, Va.—Electrical Railroad.—An electrical railroad is being talked of.

Building Notes.

Aberdeen, Miss.—S. H. Berg is erecting the city school building lately referred to; cost \$25,000.

Ablene, Texas.—W. H. Gilliland is reported as to erect a hotel 100x90 feet, to cost \$30,000.

Acworth, Ga.—Hotel.—\$10,000 is reported to have been subscribed for the purpose of erecting a hotel.

Albany, Ga.—Hotel.—A hotel to cost \$10,000 is being talked of.

Alexandria, Va.—W. L. Clark, of Washington, D. C., has prepared plans for the erection of a church by the Shiloh Baptist Congregation; cost to be about \$13,500.

Americus, Ga.—Hotel.—The Americus Manu-

facturing & Improvement Co. will commence the erection of the hotel previously referred to as soon as plans are completed; cost to be about \$100,000.

Anderson, S. C.—Site for the erection of a city building has been purchased.

Anniston, Ala.—Wm. H. Zinn, of Boston, Mass., will, it is said, erect a two-story building.

Anniston, Ala.—The Y. M. C. Association is considering the erection of a \$20,000 building. The secretary of the association can give information.

Asheville, N. C.—Demens & Harding are reported to have secured contracts for the erection of the courthouse and postoffice lately reported, their bid being \$69,000.

Asheville, N. C.—Hotel.—Frank Cox will, it is stated, erect an addition of 100 rooms to the Battery Park Hotel.

Athens, Ga.—J. E. Duke will enlarge the Commercial Hotel, it is reported.

Atlanta, Ga.—Joel Hart and others, recently reported as having purchased the capital building, have decided, it is said, to enlarge it so as to contain a theatre, real estate exchange, bank office and suites of business offices.

Baltimore, Md.—J. Thomas Scharf intends erecting a warehouse.

Baltimore, Md.—The College of Physicians and Surgeons intends erecting a new building 75x100 feet, to be built of Potomac sandstone. Thomas Latimer, M. D., can give information.

Barnesville, Ga.—A branch of the American Building, Loan & Tontine Savings Association, of Memphis, Tenn., has been organized with a capital stock of \$10,000. H. Perdue is president; R. L. Swatts, secretary and treasurer.

Basic City, Va.—Work will be commenced at once on the erection of the Normal College buildings, to be built of brick.

Basic City, Va.—Hotel.—The Basic City Mining, Manufacturing & Land Co. will erect the hotel mentioned last week; cost \$25,000; bids are now being received.

Beaumont, Texas.—It is reported that a new hotel will be erected by A. F. Goodhue.

Bessemer, Ala.—The Berney Land Co. is said to have had plans prepared for the erection of a two-story brick block.

Bessemer, Ala.—J. W. Thomas has contract for the erection of a two-story store 25x100 feet.

Birmingham, Ala.—John G. Herndon, George H. Waddell, F. S. White, and others have applied for charter for the American Endowment, Loan & Banking Association; capital stock \$2,000,000.

Birmingham, Ala.—R. H. Pearson is said to have let contract for a three-story brick building 55x182 feet, to cost about \$20,000.

Bluffton, Ala.—Ground has been broken for the University of the Southland, mentioned last week.

Birmingham, Ala.—J. B. Francis is said to have let contract for the erection of five three-story dwellings, previously mentioned, to the Thompson-Hutchison Building Co. for \$27,500.

Bonham, Texas.—The Bonham Opera House Co. has been chartered with a capital stock of \$10,000 for the purpose of erecting the opera house previously reported. Wm. A. Brambette, Mr. Dabney and others are interested.

Bristol, Tenn.—It is reported that M. B. Woods has purchased site for the erection of a business house to cost about \$12,000.

Brunswick, Ga.—Hotel.—The erection of a hotel is being talked of. J. H. Clark can give information.

Buena Vista, Ga.—The Buena Vista Investment Co. contemplates the erection of a \$20,000 hotel.

Buena Vista, Va.—James R. Jordan will, it is stated, erect a number of dwellings.

Buena Vista, Va.—The city has directed E. C. Moomaw and W. N. Seay to procure plans, etc., for the erection of a \$35,000 hotel.

Charlotte, N. C.—J. Frank Wilkes, care of Mecklenburg Iron Works, is receiving bids for heating the St. Peter's Episcopal Church, mentioned last week. The church contains 112,000 cubic feet of space.

Charlotte, N. C.—Hotel.—Mr. Buchanan is reported as to remodel the Academy of Music building into a hotel.

Charlottesville, Va.—Hotel.—The Monticello Iron & Improvement Co., lately referred to, has been organized for the purpose of erecting of a summer hotel.

Chattanooga, Tenn.—The Chattanooga Institute is reported to have purchased site on which to erect an addition. Prof. Cooper can give information.

Chattanooga, Tenn.—Moulders' Union, No. 32, K. of L., will erect a hall to cost \$15,000, it is reported.

Chattanooga, Tenn.—C. C. Wester will, it is reported, erect a three-story brick building to cost \$8,000.

Childress, Texas.—The erection of a \$10,000 school building is contemplated.

Clinton, S. C.—The Clinton Warehouse & Fertilizer Co. has been organized by M. L. Bailey, J. W. Copeland, and others for the purpose of erecting a \$35,000 warehouse.

Comanche, Texas.—Beal & Co., of Cisco, have secured contract for the erection of a two-story stone building, to be built by Brown, Campbell & Kelly.

Covington, Va.—Hotel.—The Covington Improvement Co. has accepted the plans of A. P. Clark, Jr., of Washington, D. C., for the hotel and office building mentioned last week.

Covington, Va.—A branch of the Old Dominion Building & Loan Association of Richmond has been organized with L. T. Dickey, president, and C. W. Biggs, secretary and treasurer.

Coyner's Springs, Va.—Hotel.—It is reported that the Coyner's Springs Investment Co., mentioned elsewhere in this issue, will be organized by Hon. Absalom Coyner, Hon. Harry Bingham, and others for the purpose among others of erecting a hotel.

Dallas, Texas.—A. C. Garrett, Bishop P. E. Diocese, will receive proposals, until August 1, for plans for a cathedral, rectory and parish building for St. Mathew's congregation. Maximum cost of buildings, for cathedral \$50,000, for parish building \$10,000, and for rectory \$5,000.

Dallas, Texas.—It is reported that Luther Rees will erect a store and office building to cost \$150,000.

Denison, Texas.—Hotel.—Mrs. May, of Boston, Mass., will, it is reported, erect a three-story hotel.

Flovilla, Ga.—Hotel.—The erection of a hotel is being talked of.

Fort Hill, S. C.—P. H. E. Sloan, Pendleton, S. C., secretary to Board of Trustees of Clemson Agricultural College, will receive proposals until May 17 for 1,000,000 bricks, with privilege to increase in number to 3,000,000 at the same proportionate price.

Frankfort, Ky.—A bill is before the legislature incorporating the Midway Hotel Co.

Franklin, Va.—Charter has been applied for by a company for the purpose of erecting and maintaining a male academy. J. R. Knight, secretary Franklin Land & Improvement Co., can give information.

Gadsden, Ala.—The grand jury has recommended the erection of a new courthouse to cost \$50,000.

Galveston, Texas.—James H. Windrim, supervising architect U. S. Treasury Department, Washington, D. C., will receive proposals until May 13, for gas piping in the U. S. Custom House building previously referred to.

Glasgow, Va.—The Chesapeake & Ohio Railway Co. (office, Richmond) has been ordered to erect a station.

Graham, Va.—The Norfolk & Western Railroad Co. (office Roanoke,) is receiving bids for the erection of the station previously mentioned.

Greenville, Texas.—Hotel.—A stock company is reported as being organized for the purpose of erecting a hotel.

Hagerstown, Md.—The Baltimore & Ohio Railroad Co. (office Baltimore) is reported as to erect a freight and passenger depot. J. C. Dayhoof & Co. are said to have contract.

Homer, La.—A. K. Clingman is reported as to erect a brick hotel and business block.

Huntington, W. Va.—The M. E. Congregation South has purchased site and will erect a church to cost \$30,000.

Huntington, W. Va.—T. S. Garland, mayor, will erect a residence to cost \$3,000; Broh Bros. a four-story business block; the Board of Trade, a building to cost \$15,000; the Baptist congregation, a parsonage; Harvey, Hagen & Co., a four-story brick block 60x150 feet; R. A. Andrews, a residence; B. Marr, a residence; J. W. Holt a residence; Mrs. L. G. Buffington, a residence; Garland Buffington, a residence; Willis Parson, a residence; R. E. Hagen, a residence; L. M. Hanley, a residence; C. A. McClintock, a residence.

Jesup, Ga.—Hotel.—The erection of a \$10,000 hotel is being talked of.

Johnson City, Tenn.—Efforts are being made toward the erection of a church by the Episcopal congregation.

Johnson City, Tenn.—A Kentucky syndicate will, it is stated, erect a four-story brick block.

Johnson City, Tenn.—Hotel.—It is reported that the Proctor Land Co., mentioned elsewhere in this issue, will erect a hotel.

Knoxville, Tenn.—Edelen Bros. are erecting a storage warehouse 80 feet in length.

Leesville, S. C.—The Leesville Industrial Institute has been chartered. D. D. D. Mitchell, president, and L. B. Haynes, secretary and treasurer.

Little Rock, Ark.—The Augusta Building, Loan & Savings Association has been chartered with W. W. Falsom, president; capital stock \$100,000.

Louisville, Ky.—Permits have been granted to the Kentucky & Indiana Bridge Co. for the erection of an office building to cost \$8,000; to Watkins, Pease & Co., a warehouse to cost \$6,000.

Lynchburg, Va.—James Cleland & Co. will erect a four-story building 35x100 feet.

McRae, Ga.—Hotel.—Work has been commenced on the hotel previously reported to be erected by a stock company. Address J. H. Gilmore, for information.

Marion, Va.—Hotel.—Oscar D. Derr, of Roanoke, is organizing the company lately reported for the purpose of erecting a hotel.

Milledgeville, Ga.—R. N. Lamar will receive proposals until May 23 for the erection of the Georgia Normal and Industrial College, previously referred to.

Nashville, Tenn.—Plans are being made for a church to be erected by St. Patrick's Roman Catholic congregation.

New Iberia, La.—A branch of the Interstate Building & Loan Association of Columbus, Ga., has been organized with E. A. Pharr, president, and Max Levy, treasurer.

New Orleans, La.—Hotel.—Wm. Blake is reported as interested in the proposed erection of a hotel, and is said to have purchased site.

Norfolk, Va.—The company mentioned elsewhere in this issue as organized has for one of its purposes the erection of dwellings.

Norfolk, Va.—Contract is reported as to have been awarded for a market house, to cost \$72,000, and almshouse, to cost \$22,000, both previously mentioned.

North Middletown, Ky.—J. I. Fisher will receive proposals until May 10 for the erection of a two-story iron front building for the Deposit Bank.

Owensboro, Ky.—Hotel.—The Tar & White Sulphur Springs Co. is receiving bids for the erection of its hotel, previously reported, to be 40 x 300 feet in size.

Petersburg, Va.—It is reported that the Young Men's Christian Association is contemplating the erection of a hall to cost about \$40,000.

Piedmont, Ala.—A Mr. O'Neill, of Rome, Ga., is reported as having secured contract for the erection of a hotel, previously reported as to be built by the Piedmont Land & Improvement Co. at a cost of \$40,000.

Radford, Va.—Hotel.—Oscar C. Derr, of Roanoke, is forming a stock company for the purpose of erecting a hotel.

Roanoke, Va.—C. W. C. Woolwine, treasurer building committee, will receive proposals until May 5 for the erection of a building previously reported as to be built by the Knights of Pythias.

Roanoke, Va.—The King Improvement Co. has been incorporated by A. E. King and others for the purpose of building and renting houses.

Rome, Ga.—It is reported that the Hebrews will erect a synagogue to cost \$200,000.

Salem, Va.—The Salem Building & Loan Co. has been organized with a capital stock of \$50,000.

San Antonio, Texas.—H. D. Chapman is said to be having plans prepared for the erection of a business block to cost \$200,000.

San Antonio, Texas.—Waterson & Walling, of Austin, are the lowest bidders for the erection of the Southwest Texas Lunatic Asylum, previously mentioned, their bid being \$205,180. Contract has not been awarded yet.

Savannah, Ga.—R. D. Guerard, C. S. Ellis, J. C. Rowland, Malcolm McLean, and others have applied for the incorporation of the Georgia State Building & Loan Association, with capital stock \$50,000, and privilege to increase it to \$5,000,000.

Savannah, Ga.—The Owens Building will, it is reported, be remodeled. Percy Sugden is the architect.

Sheffield, Ala.—It is reported that the Memphis & Charleston Railroad Co. (office, Memphis, Tenn.), is contemplating the erection of a new depot to be 50x150 feet in size.

St. Augustine, Fla.—The clerk to St. John's county commissioners will receive proposals until June 3 for the erection of a jail, previously referred to.

Stuart, Va.—A branch of the Interstate Building & Loan Association of Columbus, Ga., has been organized with J. H. Rangle, president, and P. Bouldin, Jr., attorney.

Sumter, S. C.—Hotel.—R. S. Brown is organizing a stock company to erect the hotel mentioned last week.

Sweetwater, Tenn.—The Methodists are said to be contemplating the erection of a church to cost \$10,000.

Sylacauga, Ala.—The contract for the bank building lately mentioned has been let.

Tallahassee, Fla.—A Boston (Mass.) syndicate will, it is said, erect 100 dwellings at once.

Terra Alta, W. Va.—Hotel.—It is rumored that a hotel will be erected. N. W. Fitzgerald can give information.

Tillery, N. C.—Hotel.—It is reported that the North Carolina Lumber Co. will erect a hotel of 50 rooms.

Tupelo, Miss.—Plans for the erection of a school house to cost \$10,000 have been made. The mayor will receive bids for building same until May 15.

Waco, Texas.—Hotel.—S. E. Shelton, O. Q. Holbert and G. B. Foscoe intend erecting the hotel lately mentioned.

Walker Springs, Ala.—It is reported that Mr. Frizzell, of Anniston, has contract for the erection of a hotel.

Walterboro, S. C.—Work has commenced on the erection of the Y. M. C. A. building. Simons & Huger are the architects.

Washington, D. C.—S. J. Meeks will, it is stated, erect a 5-story brick building to cost \$15,000.

Washington, D. C.—Flavius J. Fisher will erect a residence to cost \$6,000; Louis D. Meline, two dwellings to cost \$8,000; Theodore A. Harding, a dwelling to cost \$6,000; W. B. Thompson and J. B. Slater, three dwellings to cost \$21,000; Edwin F. Davis, a dwelling to cost \$5,000; W. A. Coulter, eight dwellings to cost \$24,000; T. F. Browning, a dwelling to cost \$10,000; T. M. Haislip has contract; J. G. Kimball, an office building to cost \$16,000—James York & Son have contract; Barnes & Weaver, seven dwellings to cost \$20,000; B. F. Fuller, a dwelling to cost \$7,000—Ward & Robinson have contract; W. H. Moore, an addition to office building to cost \$5,000; Fred. Vogt, a store and dwelling to cost \$8,000—D. F. Mackabee has contract; Louis Kettler, a dwelling to cost \$8,000; J. S. Bass, five dwellings to cost \$12,500; F. L. O'Boyle, three dwellings to cost \$7,500; the Capitol Investment Co., four dwellings to cost \$12,000; H. G. Lewis, nine dwellings to cost \$30,000; plans have been prepared by A. P. Clark, Jr., for the reconstruction of the First Baptist Church to cost \$30,000; by N. T. Haller, for a dwelling to cost \$22,000; Phillip Walsh will reconstruct a dwelling to cost \$10,000.

Washington, D. C.—The American Security & Trust Co. is erecting the storage warehouse mentioned last week, to be 25x140 feet, 6 stories high, and will, if venture is successful, extend it.

Washington, N. C.—W. P. Baughman, of Warrenton, and others will erect a brick block.

Wheeling, W. Va.—The Star Building Association has been organized by J. M. Belleville, J. G. Tomlinson, Louis Steenrod and others.

Wheeling, W. Va.—Hotel.—Plans have been prepared for a six-story addition to the Windsor Hotel.

Wilmington, N. C.—Horace W. Bagg, chairman board of commissioners New Hanover county, will receive proposals until May 5 for the rebuilding of county poorhouse, previously reported as burned.

Winchester, Va.—Hotel.—The Equity Improvement Co. is reported to have let contract for the erection of the hotel lately mentioned.

Wytheville, Va.—Hotel, etc.—G. T. Holbrook has commenced the erection of a business house and addition to a hotel.

Southern Financial News.

NEW BANKS.

Birmingham, Ala.—Certificate of incorporation has been filed for the American Endowment, Loan & Banking Association with a capital stock of \$2,000,000. J. G. Herndon, G. H. Waddell, G. P. Herndon and others are among the incorporators.

Buena Vista, Va.—The First National Bank has been organized with J. W. Blackburn, B. C. Moomaw, C. F. Jordan and others as directors; capital stock, \$50,000.

Charleston, W. Va.—The Charleston National Bank has increased its capital to \$100,000.

Chattanooga, Tenn.—Samuel J. Dunn, H. H. Cogswell, N. M. Cooke and others have applied for charter for the Bank of Carolina.

Chattanooga, Tenn.—The Citizens' Bank & Trust Co. has increased its capital from \$117,000 to \$140,000.

Cherryville, Texas.—The Cherryville National Bank has been organized with a capital of \$50,000. R. T. Webb is cashier.

Clarksville, Texas.—Arrangements are reported as being made for the establishment of a national bank. S. H. Teal can give information.

Covington, Va.—C. M. Shanahan, of Louisville, Ky., is arranging to organize a national bank with \$50,000 capital.

Fairfield, Texas.—The First National Bank has been organized with a capital of \$50,000. W. T. Walton is president, and E. J. Archinard, cashier.

Florence, S. C.—The capital stock of the Union Trust Co. has been increased from \$10,000 to \$20,000.

Frankfort, Ky.—Bill has been introduced into the legislature to incorporate the Kentucky Netherlands Trust Co.; to incorporate the Georgetown Safety Vault & Trust Co.; to incorporate the Abstract & Guarantee Association; to incorporate the Mutual Savings Bank of Hickman; to incorporate the Jamestown Loan & Deposit Bank; to incorporate the Mt. Sterling Banking Co.; to incorporate the Clark County Deposit Bank of Winchester; to incorporate the Union Investment Co.; to incorporate the Bank of Benton in Marshall county.

Frankfort, Ky.—Bills have passed the legislature incorporating the Madison Insurance Co. of Richmond and the Kentucky Insurance Co.

Glasgow, Va.—The Blue Ridge Bank has been organized with \$50,000 capital. It is possibly the same bank lately mentioned as formed.

Galveston, Texas.—The American National Bank has been organized with a capital stock of \$500,000. N. Weeks is president, and E. McCarty, cashier.

Middletown, Va.—It is reported that a banking, insurance and real estate institution will be organized.

Paris, Texas.—It is reported that a national bank will be organized with a capital stock of \$100,000.

Tallahassee, Fla.—The United States & Florida Land & Loan Co. has been incorporated; capital stock, \$100,000, with privilege of increasing same. D. P. Becker, L. Perry and T. C. Robinson are the directors. The office is Providence, R. I.

Van Alstyne, Texas.—The First National Bank, previously reported, has been organized with a capital of \$50,000. S. S. Dumas is president, and D. S. Thompson, cashier.

Waynesboro, Va.—George E. Billingsley is contemplating the establishment of a bank.

Atlanta, Ga., has refused at election to issue the \$250,000 of sewer bonds previously mentioned, but has decided to issue the \$100,000 of bonds for improvement of water works.

Baltimore, Md., is considering the issue of \$5,000,000 of bonds to redeeming the maturing loan of like amount, previously mentioned.

Columbia, Tenn., will probably place on the market \$25,000 of bonds not to bear greater interest than 6 per cent.

Frederick, Md., has sold the \$125,000 of 4 per cent. bonds, lately mentioned, to Joseph D. Baker at 101.58.

John A. Hart, mayor of Chattanooga, Tenn., will receive proposals until May 23 for the purchase of \$500,000 5 per cent. 30-year street and sewer bonds, previously referred to.

Ludlow, West Covington and Covington, Ky., have each applied for authority to issue \$8,000 of bonds for road purposes, mentioned elsewhere in this issue.

R. S. Kelly, mayor, Vernon, Texas, will receive proposals until May 15 for the purchase of \$30,000 of school bonds to provide for the erection of the schoolhouse lately mentioned.

Talladega, Ala., is reported to have sold \$35,000 of its bonds to the Fidelity Trust Co., of Kansas City, Mo.

The Lynchburg Real Estate Loan & Trust Co., Lynchburg, Va., has declared a dividend of 10 per cent.

The Woodstock Iron Co., Anniston, Ala., will hold a meeting on May 20 to consider the issuance and sale of first mortgage bonds for an amount sufficient to retire the floating indebtedness and furnish adequate working capital.

Vicksburg, Miss., has redeemed \$10,000 of its 5 per cent. bonds at 94 cents.

West Salem Land Co.

SALEM, VA.

Authorized Capital, \$500,000

OFFER STOCK IN

Series C, New Castle Series.

SHARES \$10

PAR VALUE.

ARE SOLD TO SUBSCRIBERS AT \$5.

Payable, One Dollar When Subscription is Made, and One Dollar Each June 1, July 1, August 1 and September 1; at which time Certificates of Stock will be issued, declared Fully Paid up and Non-assessable.

The town of New Castle (or Craig City) is the county seat of Craig county, Va., and lies midway between the Chesapeake & Ohio Railroad at Eagle Rock, and the Norfolk & Western at Salem, Va. A branch of the Chesapeake & Ohio Railroad is now being built to New Castle, which will be completed about Sept. 1, 1890. This road will open up the richest mineral region of Virginia, and cause great development of resources and consequent enhancement of values.

The property belonging to this series will be divided into about 600 business and residence lots, and will be sold for the benefit of the stockholders. Applicants for stock in series C will please remit \$1 per share to the West Salem Land Company at Salem, Va.

GEORGE ALLEN, President.
C. C. TOMPKINS, Secretary.

Foreign Exchange Quotations.

ALEXANDER BROWN & SONS.

BALTIMORE, April 30, 1890.

Sterling.		Commercial.	
60 days.....	48 3/4	48 3/4 @ 48 1/4	
3 days.....	48 7/8		
France.		Commercial.	
60 days.....	517 1/2	522 1/2 @ 521 1/2	
3 days.....	515 1/2		
Reichmarks.		Commercial.	
60 days.....	95 1/2	94 1/2	
3 days.....	95 1/2	94 1/2	
Guilvers.		Commercial.	
60 days.....	40 1/2	39 1/2	
3 days.....	40 1/2	39 1/2	

JOHN L. WILLIAMS & SON,
BANKERS,

—RICHMOND, VA.

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Richmond Stock Exchange
Quotations.

Reported by JOHN L. WILLIAMS & SON, Bankers,
Richmond.

RICHMOND, VA., April 29, 1890.

BID. ASKED.	
North Carolina 4's, 1910.....	97 1/2
North Carolina 6's, 1919.....	127
Virginia New 3's, 1932.....	66 1/2
Lynchburg, Va., 5's, 1915.....	104
Petersburg, Va., 5's, 1918.....	103 1/2
Norfolk, Va., 5's, 1911.....	104
Richmond, Va., 5's, 1922.....	111
Atlanta & Charlotte Ry., 1st 7's, 1907.....	122 1/2
Atlanta & Charlotte Ry., 2nd 7's, 1907.....	103
Char. Col. & Aug. R.R. Gen. 6's, 1933.....	110
Georgia Pacific Ry., 1st 6's, 1922.....	113 1/2
Georgia Pacific Ry., 2nd 5's, 1923.....	79 1/2
Ga. Pacific Incomes, 5's.....	31
Petersburg Railroad Class A 5's, 1926.....	105 1/2
Petersburg Railroad Class B 6's, 1926.....	105 1/2
Rich. & Danville R. R. Gold 6's, 1915.....	116
West. N. Car. R. R. Gen. 6's, 1914.....	99
Northwestern N. Car. R. R. 1st 5's.....	100
Atlanta & Charlotte R. R. Stock.....	92 1/2
North Carolina Railroad Stock.....	103
R. F. & Pot. R.R. Div'd Obligations.....	109 1/2
Virginia Midland Railway Stock.....	26 1/2
Sloss Iron & Steel Co. Stock.....	45
Sloss Iron & Steel Co. 1st 6's.....	93
Sloss Iron & Steel Co. 2d 6's.....	70

SOUTHERN STOCKS.

Corrected Weekly by WILSON, MARTIN & LEEDY, Stock and Bond Brokers, and
Members Birmingham Stock Exchange.

OFFICIAL QUOTATIONS BIRMINGHAM STOCK EXCHANGE
Friday, April 25, 1890.

STOCKS.		LAST DIVIDEND.	
BANKS.		Per Cent.	
Organized.	Capital	Declared.	On Stock.
Alabama National.....	1886	100	Jan. '90
American National.....	1887	100	Jan. '90
Bank of Attalla.....	1889	100	Jan. '90
Berney National.....	1886	100	Jan. '90
Birmingham National.....	1887	100	Jan. '90
Central Savings.....	1889	100	Jan. '90
City National.....	1889	100	Jan. '90
First National.....	1884	100	Jan. '90
First National Bank of Gadsden.....	1887	100	Jan. '90
Jefferson County Savings.....	1885	100	Jan. '90
Birmingham Trust & Savings Co.....	1887	100	Jan. '90
Mutual Loan & Trust Co.....	1888	100	Jan. '90
People's Savings Bank & Trust Co.....	1888	100	Jan. '90
RAILROADS.		Per Cent.	
Birmingham Union Railway Co.....	1887	50	Jan. '90
South & North Alabama R. R. Co.....	1887	50	Jan. '90
MISCELLANEOUS.		Per Cent.	
Anniston City Land Co.....	1887	100	July, '87
Alabama Coal & Iron Co.....	1890	100	Jan. '90
Bessemer Land Co.....	1887	100	May, '87
Birmingham Ice Factory.....	1886	100	July, '89
Birmingham Water Works Co.....	1887	100	Jan. '90
DeBardeleben Coal & Iron Co.....	1887	100	Jan. '90
Decatur Land Imp. & Furnace Co.....	1887	100	Jan. '90
Decatur Mineral Land Co.....	1887	100	Jan. '90
Elyton Land Co.....	1871	100	Nov. 10, '87
Edison Electric & Illuminating Co.....	1886	100	July, '89
East Birmingham Land & R. R. Co.....	1886	100	Jan. '90
Ensley Land Co.....	1886	100	Jan. '90
Eureka (Furnace) Co.....	1886	100	Jan. '90
Florence Land & Mining Co.....	1887	100	April, '89
Gadsden Land Co.....	1887	100	April, '87
Henderson Steel & Mfg. Co.....	1887	100	Jan. '90
Mag El'e Coal & Mining Co.....	1887	100	Jan. '90
Mary Lee Coal & Railway Co.....	1888	100	Jan. '90
Mary Pratt Furnace.....	1883	100	Jan. '90
North Birmingham Land Co.....	1886	100	Jan. '90
Sloss Iron & Steel Co.....	1887	100	Jan. '90
South Anniston Land Co.....	1887	100	Jan. '90
Sheffield Coal & Iron Co.....	1884	100	Jan. '90
Tennessee Coal & Iron Co.....	1887	100	Jan. '90
Tenn. Coal & Iron Co., preferred.....	1887	100	Jan. '90
Woodstock Iron Co.....	1887	100	Jan. '90

BONDS.		INTEREST.	
Amount	Outstanding.	Rate Per Cent.	Bid. Asked.
Alice Furnace.....	300,000	7	92 1/2
Birmingham Gas & Electric Light Co.....	340,000	6	92
Birmingham Union Railway Co.....	500,000	6	92
Birmingham Water Works Co.....	400,000	6	107 1/2
Cahaba C. & M. Co., 1st Mortgage.....	750,000	7	96
Caldwell Hotel.....	150,000	6	96
Elyton Land Co., Trust Bonds.....	3,400,000	7	105 1/2
Eureka (Furnace) Co.....	400,000	8	70
Henderson Steel & Mfg. Co.....	50,000	7	75
Mary Pratt Furnace.....	100,000	7	94 1/2
Sloss Iron & Steel Co., 1st Mortgage.....	2,000,000	6	102
Tennessee Coal, Iron & R. R. Co.—	60,000	8	102
Tennessee Division.....	1,254,000	6	
Birmingham Division.....	3,640,000	6	

EXPLANATION.—a—For six months. q—Only dividend declared since organization. x—This company declared 5 per cent February 1, also. z—Total dividends paid, 40 per cent. [—Dividend for one year, ending July 1, 1889. E—Sold hereafter Ex. is per cent. dividend. o—Dividend 3 per cent. paid in May, '87, also October 1. n—Fifty per cent. Dividend on Union R. R. Stock. h—Payable October 15, 1889. f—A 5 per cent. Dividend has been paid quarterly since organization. * * * May 6, '87, 30 per cent. cash; May 10, '87, 30 per cent. cash; Sept. 14, '87, 30 per cent. cash; Oct. 10, '87, 10 per cent. cash; Oct. 10, '87, 10 per cent. cash; Nov. 10, '87, 10 per cent. cash; Nov. 10, '87, 100 per cent. in Elyton Land Company's Trust Bonds.

Equitable

MORTGAGE COMPANY

Capital subscribed.....\$2,000,000.00
Paid in (cash).....1,000,000.00
Surplus, undivided profits
and guarantee fund.....264,817.65
Assets.....7,803,722.02

6 per cent. Debentures.

The company has deposited with the American Loan & Trust Company, its trustee for the Debenture holders of this country, 3,333 first mortgage loans upon improved farms aggregating \$3,515,124.37, covering 676,322 65-100 acres of land, with an appraised value of \$12,426,826.30. From these statistics it is apparent that the average amount loaned on each farm is \$1,057.81, that the average appraised value is but \$18.37 per acre, and that the company has advanced but \$5.19 per acre, or 28 per cent. of the appraisal. What can be safer?

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DESKS, Chairs, Office Furniture
SEND FOR CATALOGUE.
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*"You press the button,
we do the rest."*

Seven New Styles and Sizes
ALL LOADED WITH Transparent Films.
For Sale by all Photo. Stock Dealers.

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Send for Catalogue. ROCHESTER, N. Y.

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Orders executed in New York and Boston for
buying and selling stock of the

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We are prepared to carry same on
\$10 per share MARGIN.

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Over 18 per cent. Interest.

Parties wishing to invest money should correspond with us. We now offer some of the best opportunities for money making in the South. Perfectly legitimate and absolutely safe.

ENGLISH & WITHERS,

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ADDITIONAL CAPITAL SECURED

For Manufacturers and Others.

Business Properties Negotiated. Eastern and Foreign connections for large undertakings. Correspondence solicited. Address, enclosing stamp, JNO. D. McFARLAND, Gibson House, Cincinnati, Ohio.

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216 E. Baltimore Street, Baltimore, Md.

Investment and Miscellaneous Securities a specialty, and large lines handled. Exceptional facilities for dealings in all classes of Southern Bonds. Loans on Collateral Securities negotiated. Quotations and information furnished on application and correspondence invited.

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Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

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Sulphuric Acid
Oil of Vitriol.

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Farmers and Merchants' Bank Building,
South and Lombard Streets, BALTIMORE, MD.
Factory and Chemical Works at Locust Point.

Having one of the largest, best equipped and best located Fertilizer establishments in Baltimore or elsewhere, we make a specialty of supplying Manipulators and Large Dealers with Fertilizers made according to formulas furnished us.

HEADQUARTERS FOR SOUTHERN TRADE FOR 66° SULPHURIC ACID.

Purity, Color and Fall Strength Guaranteed. Favorable Freight Rates to All Points.

THE CAMPBELL COTTON COMPRESS

Is sold on the following GUARANTEE:



DENSITY Obtained
Equal to Any.
COST of Plant Less
Than Any.
EXPENSE of Running
Half of Any
First-Class Compress.

Correspondence Solicited.

The Campbell Cotton
Compress Co.

109, 111, 113 & 115 E. Front St.
CINCINNATI, O.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Alexander City—Iron and Woodworking Shop, etc.—Robinson & Thomas will erect an iron and woodworking shop and contemplate putting in an electric light plant.

Anniston.—The Woodstock Iron Co. will meet May 20 to consider the issuance of bonds to cancel indebtedness and provide working capital.

Ashland—Tannery.—The erection of a tannery by the Farmers' Alliance is agitated.

Ashville.—Mining, etc.—Hon. Leroy F. Box is president; Andrew Johnson, vice president, and J. A. Embry, secretary, of the New South Mining & Manufacturing Co., mentioned in last issue as incorporated to develop mineral and timber lands.

Attalla—Cotton Mill, Furniture Factory, &c.—The Iron City Coal, Land & Improvement Co. will, it is stated, erect a cotton mill and woodworking and furniture factories.

Attalla—Cotton Mill.—It is stated that Providence, R. I., Nashua, N. H., and Lynn, Mass., capitalists will erect a 10,000-spindle cotton mill. The Iron City Coal, Land & Improvement Co. can probably give information.

Birmingham—Pump Factory.—L. W. Johns and others have purchased the Hugh Howard patent on mining pump governors, and will organize, it is stated, a company for the manufacture of the same.

Bluffton—Fire-arm Works.—The American Arms Co. will move its plant to Bluffton, as stated in last issue. It will organize under the Alabama laws as soon after May 10 as possible, with a capital stock of \$200,000.*

Chickasaw—Iron Furnaces, Steel Plant, &c.—The Riverton Land Co., lately mentioned, has been organized to build the new town of Riverton. It will, it is stated, erect two iron furnaces and a basic steel plant, also develop iron and oil lands, &c.

Columbia—Fertilizer Factory.—A company has, it is reported, been incorporated to erect a fertilizer factory.

Corbin Hill—Coal Mines.—The Messrs. Patterson and the Galloway Bros., of Memphis, Tenn., have, it is reported, purchased the coal mines and mineral property of the Kansas City Coal & Coke Co. and will operate same.

Edwardsville—Brick-yard.—Mr. Dodd, of Georgia, will, it is stated, start a brick-yard.

Fayetteville.—A. C. Wood, S. S. and Charles McPherson will, it is reported, organize a land company.

Fayetteville—Iron Lands.—The Woodstock Iron Co., of Anniston, is reported as to develop iron lands near Fayetteville.

Florence—Mineral Springs.—J. H. Field, C. M. Watson and others will, it is reported, form a stock company to develop the Malecoosa Springs property in East Florence.

Florence—Furniture Factory.—The Florence Railroad & Improvement Co. is reported as closing contract with Charles F. Rodgers, of Montreal, Canada, for the location of a furniture factory in Florence, to have a capital of \$100,000.

Fort Payne—Coke Ovens, &c.—The Fort Payne Coal & Iron Co. will, it is stated, build 1,000 coke ovens and develop its coal property on Sand Mountain.

Fort Payne—Slove Foundry, &c.—The Fort Payne Slove Works will probably increase capacity and put in a nickel plating plant.

Franklin County—Iron Ore Lands.—Alfred Parrish, president of the Birmingham, Sheffield & Tennessee River Railroad Co. (office, Sheffield), has, it is reported, purchased for English capitalists 3,300 acres of iron ore land for \$53,400 from C. O. Smith, of Sheffield.

Gadsden—Rolling Mill.—The Gadsden Land & Improvement Co. has, it is stated, donated 15 acres of land and given other inducements to Charles Holfinghoff, Arthur G. Moore, Thomas Clifton and others, of Cincinnati, Ohio, to build the bar rolling mill mentioned in last issue, also two sheet iron mills.

Goodwater—Granite Quarry.—Birmingham capitalists have, it is reported, purchased the Graham granite quarry and will develop same.

Greenville—Brick-yard.—The Greenville Brick & Building Co. has, it is stated, been organized to start a brick-yard.

Irondale—Iron Lands, &c.—Ellis Phelan, Mr. McGhee and others will probably develop their 650 acres of iron land on Red Mountain.

Irondale—Iron Mines.—The Sloss Iron & Steel Co., of Birmingham, lately mentioned, expects to open iron mines within the next six months to have a daily capacity of about 500 tons.

Leeds—Brick Works.—The Leeds Pressed Brick & Manufacturing Co., lately mentioned (under Birmingham) as incorporated, is organized to succeed Stewart & Ricketts, manufacturers of brick. New machinery will be added to the works.*

Montgomery—Electric-light Plant.—The Citizens' Light & Power Co. has been organized with P. B. Bibb, president; H. C. Davidson, vice-president, and W. H. Gesner, secretary, to erect the electric-light plant lately mentioned. It is to be the Ball system.

Montgomery—Knitting Mill.—J. E. Worswick is organizing the stock company lately mentioned to manufacture underwear. The capital is to be from \$25,000 to \$35,000.

Moulton—Furniture Factory.—The erection of a furniture factory is probable.

Nottingham—Cotton Factory.—A company has, it is stated, been organized to erect the cotton mill previously mentioned. The Nottingham Iron & Land Co. can give information.

Opelika—Canning Factory.—J. F. & J. L. Renfro contemplate starting a canning factory.*

Opelika—Water Works.—There is talk of a water works system being constructed. The mayor can give information.

Ozark—Fertilizer Factory.—The fertilizer factory mentioned in last issue is being built by the East Alabama Fertilizer Co., of Clayton. The factory will be operated by the South Alabama Oil & Fertilizer Co., capital stock \$100,000. Machinery has not yet been purchased.

Pell City—Electric-light Plant and Water Works.—The Pell City Iron & Land Co., lately mentioned, will erect an electric-light plant and construct a system of water works.

Piedmont—Machine Shops.—A \$15,000 stock company is reported as organized to secure the location of machine shops.

Sheffield—Furniture Factory.—Frederick Neudorf, Thomas Schilling and Christian Sendahl, of Asheville, N. C., will, it is stated, erect the furniture factory previously mentioned.

Sheffield—Land.—W. L. Chambers and others have purchased 27 acres of land from E. D. Winston for \$30,000.

Shelby—Grading.—McDonald & Campbell, of Anniston, have the contract for grading streets, mentioned in last issue.

Stevenson—Corn and Flour Mill.—Brown & Sons will, it is reported, erect a corn and flour mill.

Sylacauga—Electric-light Plant.—The Marble City Land & Furnace Co. will probably erect an electric-light plant.

Talladega—Electric-light Plant.—An electric-light plant will be erected. Steiner Bros., of Birmingham, can give information.

Talladega—Sewerage System.—The city has issued \$30,000 of bonds to construct the sewerage system previously mentioned. The mayor can give particulars.

ARKANSAS.

Batesville—Zinc Mines.—The Bonanza Mining Co., previously reported as incorporated, will soon commence developing its zinc mines.

Fort Smith—Ice Factory.—The Fort Smith Ice Co. will erect the ice factory mentioned in last issue. The capacity is to be 25 tons per day. Machinery has not yet been purchased.

Little Rock—Motor Works.—The stock company previously mentioned as organized to manufacture motors and dynamos has been incorporated as the Layman & Rice Railway Motor Co., with H. D. Layman, president; L. R. Stark, vice-president, and C. F. Rice, secretary.

Little Rock—Ice Factory.—The Little Rock Ice Co., mentioned in last issue, has enlarged its factory and increased capital stock to \$85,000, as stated.

Little Rock—Publishing.—H. M. Cooper, P. Raleigh, D. P. Davidson and others have incorporated the Register Publishing Co. to publish a newspaper. The capital stock is \$10,000.

Lonoke—Creamery, &c.—The Lonoke Manufacturing Co., lately mentioned, has purchased machinery for its creamery and expects in the near future to construct water works, erect an electric-light plant, wagon factory and tile factory.*

Melbourne—Saw Mill.—R. F. Medley will start a saw mill on Black river.

Newport—Saw Mill and Electric-light Plant.—A. Stevely has enlarged his saw mill, as stated in last issue, and will add an electric-light plant in the fall.

Warren—Foundry and Machine Shop.—T. D. Wardlow, William Hoyt and others are erecting the foundry and machine shop lately mentioned.

FLORIDA.

Anthony—Phosphate Mines.—A company has been organized by R. L. Wall, Palatka; H. E. Anderson, of Interlachen; Angus Cameron, London, Eng., and others, controls several hundred acres of phosphate land, and will, it is reported, develop.

Bloomfield—Fertilizer Factory.—W. D. Mendenhall, Mr. Lowell, of Lane Park, and others have organized a company to operate a fertilizer factory.

Cedar Keys—Lumber Mill.—Charles O. Fairchild may rebuild the Fennimore Lumber Mill, lately reported as burned.*

De Land—Water Works.—The city council has decided to accept the proposition of J. W. Starr, of Philadelphia, Pa., mentioned recently, to establish water works. The plant will include a stand-pipe 110x18 feet, 3 miles of mains, pumping plant with capacity for 1,500,000 gallons, and an artesian well.

Fernandina—Land.—A stock company is being organized, it is reported, to purchase suburban land and improve the same.

Gainesville.—The Gainesville Phosphate Co. has been incorporated by H. E. Day, J. M. Graham, G. D. Younglove and others. The privileges of the company include the purchase, etc., of timber lands. The capital stock is \$50,000.

Gainesville—Canning Factory.—Parker Bowling expects to erect the canning and pickling factory previously mentioned.*

Key West—Sea Wall.—N. H. Farquhar, Chief of Bureau Yards and Docks, Washington, D. C., will receive proposals until May 21 for constructing and filling in a sea wall at the United States Naval Station.

Orange Springs—Phosphate Mines.—Robert Hamson, A. J. Collins and others are reported as developing phosphate lands.

Port Tampa—Electric-light Plant and Water Works.—The Plant Investment Co. will, it is reported, erect an electric-light plant and construct water works.

Sparr—Phosphate Mines.—J. J. Dickinson, of Okahumpka, will probably develop phosphate mines.

Tarpon Springs—Phosphate Land.—Captain Walton, Dr. Sykes and J. F. Dunne have purchased, it is reported, a tract of phosphate land near Tarpon Springs.

Titusville—Canal.—The St. John's & Sebastian Canal Co. has been incorporated by Norman Robinson, S. A. Robinson, F. R. Webber and others, all of Orlando, to cut a canal 35 miles long in Brevard county, and to reclaim lands for a sugar plantation. The capital stock is to be \$100,000.

Titusville.—The Indian River Loan & Investment Co. has been incorporated by D. W. Tuttle, W. A. Woodward and others, with a capital stock of \$10,000.

Welshton—Phosphate Mines.—A stock company has been organized by Captain Welsh and others to develop phosphate mines.

GEORGIA.

Albany.—The Albany Improvement & Construction Co. has been organized with S. R. Weston, president, and T. N. Woolfolk, secretary. The capital stock is \$50,000.

Americus—Laundry.—The Americus Manufacturing & Improvement Co. will put laundry machinery in its hotel to be erected.*

Americus—Iron Works.—The Americus Iron Works is erecting a building 350x160 feet for its plant lately mentioned.

Americus—Buggy and Wagon Factory.—A. T. Oliver, W. E. Hawkins and J. B. Felder have incorporated the Oliver Buggy & Wagon Co. to start buggy and wagon factory. The capital stock is \$25,000.

Americus—Planing Mill.—Bell & Ragan will, it is stated, erect a planing mill with a capacity of 36 M feet per day.

Athens—Planing Mill.—John T. Voss will probably organize a company to erect a planing mill.

Athens—Paper-bag Factory.—A \$12,000 stock company will, it is reported, be organized by a Northern party to start a paper-bag factory.

Atlanta.—The Metropolitan Real Estate Co. has been incorporated with Jacob Haas, president; H. Smith, vice-president, and P. F. Clarke, secretary. The capital stock is \$35,000.

Atlanta—Bagging Factory, Oil Mill, etc.—The Farmers' Co-operative Manufacturing Co. has been incorporated by G. W. Maddox, G. C. Trimble, P. B. McCurdy and others to erect a cotton bagging factory, cotton-seed oil mill, fertilizer factory and manufacture from iron and wood. The location of the works has not yet been decided. Capital stock is \$100,000.

Atlanta—Electric-light Plant.—The Citizens' Electric Light & Power Co. has been granted permission to erect an electric-light plant on the Ball system.

Atlanta—Water Works.—The city has decided by a popular vote to issue the \$100,000 of bonds to improve the water works lately mentioned. The mayor can give information.

Augusta—Laundry.—Another steam laundry is reported as to be started.

Augusta—Machine Shops.—G. R. Lombard & Co. will put a steam hammer, heavy universal milling machine and radial drill press in their machine shops.

Augusta—Bridge, etc.—The North Augusta Land Co. has been organized by Ernest Grossbeck and M. J. Verdery, of New York city; W. H. Cozart and others, of Augusta, lately mentioned as purchasing about 6,500 acres of land opposite Augusta and to make extensive improvements, including the construction of an iron bridge across the Savannah river.

Bainbridge—Cotton Compress.—A stock company will probably be organized by W. A. Dickinson and others to erect a cotton compress.

Bainbridge—Electric-light Plant.—Contract has been let to the United Edison Manufacturing Co., of New York city, for an incandescent electric-light plant. W. M. Blount can give particulars.

Bickley—Gin and Grist Mill.—J. H. Bagley will, it is stated, start a cotton gin and grist mill.

Brunswick—Marble and Granite Works.—Wilcox & La Mance, of Greenville, S. C., will, it is reported, establish marble and granite works.

Buena Vista.—An investment company is being organized to have a capital stock of \$20,000.

Carrollton—Electric-light Plant.—G. F. Quack-inbush, of Tallapoosa; S. P. Mandeville, H. O. Roof and others have organized the Carrollton Light & Power Co. to erect the electric light plant mentioned in last issue.

Cartersville—Mining.—L. S. Munford, T. W. Baxter, J. W. Akin and others have incorporated the Central Mining Co. to purchase and develop mineral lands, &c. The capital stock is \$5,000.

Cartersville—Mineral Lands.—The Central Investment Co. has been incorporated by L. S. Munford and J. W. Akin to deal in and develop mineral lands. The capital stock is \$50,000.

Cartersville—Gas Works.—The Cartersville Gas Works, mentioned in this issue as damaged by fire, will be rebuilt.

Cartersville—Ochre Works.—K. Kortgaard, of Minneapolis, Minn., and N. J. Beane, previously mentioned as having purchased the ochre works of the Etowah Ochre & Talc Co., have incorporated the Cartersville Ochre Co. with a capital stock of \$100,000.

Cedartown—Knitting Mill.—T. S. Montgomery, of Vicksburg, Miss., will probably organize a stock company to erect a knitting factory.

Cedartown—Electric-light Plant.—The city has granted a franchise to a New York company to erect the electric-light plant lately mentioned. J. J. Lampton can give information.

Clarksville—Mineral Lands.—Prof. Woodfin, of Toccoa, has, it is stated, taken options on mineral lands in Habersham and Franklin counties.

Cleveland—Gold Mine.—R. K. Reeves, of Athens, will, it is reported, develop a gold mine.

Columbus—Electric Plant.—The North Highland Land, Improvement & Manufacturing Co., mentioned in last issue as purchasing a large tract of land on the Chattahoochee river, proposes to erect an electric light and power plant and make other improvements. S. A. Carter is president.

Columbus—Cracker and Candy Factory.—Bone & Chappell, of Macon, will, it is reported, establish a cracker and candy factory in Columbus.

Concord—Fertilizer Factory and Ginney.—A company to erect a fertilizer factory and cotton ginney has, it is stated, been organized,

Dahlonega—Gold Mine.—Miller & Howell, of Auraria, have, it is reported, purchased the Briar Patch gold mine, and will develop.

Dawson—Cotton Compress.—The Dawson Compress Co. is the name of the \$30,000 stock company lately reported as organized to build a cotton compress.

Douglasville—Cotton Mill.—J. S. James is president; C. C. Post, vice-president, and W. H. Le Van, secretary, of the Douglasville Co-operative Cotton Manufacturing Co., recently mentioned as organized to erect a cotton mill.

Eatonville—Cotton Compress.—The Putnam Improvement Co. may erect the cotton compress lately mentioned.

Fort Valley—Land.—The F. C. Houser Land Syndicate has, it is reported, purchased the T. V. Fagan plantation.

Fort Valley—Phosphate Land.—A company will, it is reported, be organized to develop fertilizer deposits on the Mossy Hill lands of Major Bronson.

Gainesville—Gold Mine.—The Calhoun gold mine has, it is reported, been sold to an English syndicate that will develop at once.

Gainesville—Crate, etc., Factory.—Dr. Kelly, of Windsor; Mr. Jolly, of Rochelle, and others are reported as starting a crate, shingle and veneer factory at Prairie Creek.

Griffin—Foundry and Machine Shop.—C. H. Osborn is interested in the organization of the stock company mentioned in last issue to establish foundry and machine shops.

Hall's Mill—Iron Mines.—The Barnsley property, including 4,000 acres of iron ore, bauxite, marble and limestone lands, has been purchased by an English syndicate through Col. Parker, of Nashville, Tenn., and will be developed.

Hartwell—Oil Mill.—D. C. Alford, E. B. Benson and W. Y. Holland are interested in the project to erect a cotton-seed oil mill, mentioned in last issue.

Macon—Land.—The Macon Canal Co. has been organized with J. C. McBurney, of Atlanta, president; J. S. Baxter, vice-president, and Henry Cutter, secretary, to develop 600 acres of land near Macon. The capital stock is \$250,000.

Marietta—Iron Lands.—A syndicate is reported as having purchased 12,000 acres of iron lands near Mabel, and will develop.

Milledgeville—Machine Shops.—G. R. Lombard & Co., of Augusta, will locate branch machine shops in Milledgeville, as lately stated.

Richland—Planing Mill.—A planing mill is reported as to be erected.

Ringgold—Canning Factory.—A canning factory will, it is reported, be established.

Rome—Land.—Charles A. Lyerly, Edward Watkins, L. S. Colyar and others, of Chattanooga, Tenn., previously reported as optioning 2,500 acres of land owned by the Rome Land Co., have, it is stated, closed the option and will organize a new land company.

Rome—Shingle Mill.—F. A. Maddox will erect a shingle mill to have a daily capacity of 50,000.*

Rome—Valve Factory.—F. H. Whipple, George Vining and Frederick Bush, of Hartford, Conn., and others have incorporated the American Valve Co. to manufacture valves. The capital stock is \$300,000.

Saundersville—Iron Mines.—Wilt & Irwin will develop iron mines, and desire information regarding the mining of the ore.

Savannah—Publishing.—J. R. Holliday, C. C. Nichols, Mrs. J. K. Grady and others have incorporated the Southern Farm Publishing Co. to publish the Southern Farm. The capital stock is \$6,000.

Savannah—Saw and Planing Mill.—J. J. Wall has erected a saw and planing mill.

Savannah—Dry-dock and Ship-yard.—It is reported that New York and Philadelphia capitalists will, if given certain inducements, organize a \$30,000 stock company to build the dry-dock previously reported and a \$250,000 stock company to establish a ship-yard. Herman Winter can give information.

Savannah—Belting Factory.—G. B. Rowbotham, F. W. Carter, J. F. Dickinson, of Massachusetts, and others have incorporated the Southern Belting Co. to manufacture leather belting, &c. The capital stock is \$25,000.

Suwanee—Electric-light Plant.—The Suwanee sulphur Springs Co. contemplates putting an electric-light plant in its hotel.

Wadley—Saw Mill.—It is rumored that the Southern Lumber Co., of Atlanta, has purchased the interest of William Donovan in the saw mill property of Donovan, Perkins & Co. for \$45,000.

Walthourville—Bagging Factory, etc.—C. B. Warrand contemplates the manufacture of bagging from palmetto and paper from the waste fibre.*

Waynesboro—Electric-light Plant.—W. A. Wilkins is organizing a stock company to erect an electric-light plant.*

Waynesboro—Grist and Planing Mills, etc.—A stock company is being organized by W. A. Wilkins to erect the grist and planing mills lately mentioned, also machine shop.*

White County—Gold Mines.—R. K. Reaves and Henry H. Carlton, of Athens, will, it is stated, develop gold mines in White county.

KENTUCKY.

Ashland—Electric Plant.—The Ashland & Catlettsburg Street Railway Co. will erect a plant to operate its street railway by electricity.

Ashland—Ice Factory.—The Ashland Artificial Ice Co. has been organized with E. C. Means, president; J. F. Hager, vice-president, and R. C. Richardson, secretary, to erect the ice factory mentioned last week. The capital stock is \$30,000.

Ashland—Paint Factory.—The Birmingham Metallic Paint Co. has been organized with a capital stock of \$200,000, and is, it is stated, erecting a paint mill 40x100 feet.

Ashland—Brick Works.—A \$25,000 stock company will probably be organized to erect fire-brick works.

Ashland—Planing Mill, &c.—The Ashland Planing Mill Co. has been organized with \$30,000 capital stock and will erect a planing mill; later on it will, it is stated, add a furniture and chair factory.

Barboursville—Electric-light Plant.—A stock company will, it is rumored, be organized to erect an incandescent electric light plant. The Barboursville Land & Improvement Co. can give information.

Barboursville—Wagon Factory.—The erection of a wagon factory is talked of.

Barboursville—Chair Factory.—Daniel Mount, of Williamsburg, O., has made a proposition to erect a chair factory.

Barboursville—Spoke and Handle Factory.—The Barboursville Woodworking & Manufacturing Co. contemplates erecting a spoke and handle factory.

Barboursville—Water Works.—Application has been made to the legislature for a charter for the construction of \$50,000 water works. The Barboursville Land & Improvement Co. can give information.

California—Spoke and Wheel Factory.—A spoke and wheel factory is projected.

Central City—Electric-light Plant.—The Central Coal & Iron Co. contemplates erecting an electric-light plant at its mines.

Covington—Paving.—H. D. Emerson, C. L. McCrea and Edward Ritchie have incorporated the Findley Paving Co. with a capital stock of \$100,000.

Fordsville—Coal Mines.—The Cooper Stone & Iron Co. is opening a coal mine near Reynolds, and has, it is stated, leased iron lands near Fordsville.

Frankfort—Electric-light Plant.—An electric-light plant will, it is stated, be erected at the State penitentiary.

Glasgow—Oil Wells.—C. C. Conroy, H. M. Spear & Co. and Treat, Malloney & Co. have organized a company to sink oil wells.

Glasgow—Oil Wells.—Thos. McGinnis will sink an oil well on the Steffy farm.

Glasgow—Oil Wells.—Walley & Dean will sink oil wells on the Chamberlain and the Sanders farms.

Harrodsburg—Water Works.—The city will probably petition the legislature for authority, to construct water works. The mayor can give information.

Lexington—Stove Works, &c.—W. J. Houlihan, J. M. Kelly and others, lately mentioned as organizing a stock company to establish a stove foundry and machine shops, have incorporated the Lexington Foundry & Hardware Co. The capital stock is \$50,000.

Lexington—Shoe Factory.—Mr. Graham, of Boston, Mass., will, it is reported, establish a shoe factory in Lexington.

Louisville—Water Works.—The Louisville Water Co., recently mentioned as to erect new stand-pipe, contemplates issuing \$600,000 of bonds to pay for same and other improvements, including the laying of a 40-inch main.

Louisville—Gas Works.—The Kentucky Rock Gas Co. will erect a plant for the manufacture of fuel gas.*

Louisville—Granite Blocks.—The mayor will receive proposals until May 7 for furnishing the city with 38,000 tons of granite paving blocks. Bids will be received for the whole amount or for lots of 5,000 tons and upwards.

Louisville—Gold Mining.—J. W. Givens, Pollock Barbour, R. P. Gregory and others have incorporated the Louisville Placer Gold Mining Co. to develop gold mines in New Mexico. The capital stock is \$1,000,000.

Ludlow—Turnpike Road.—A bill has been introduced in the legislature at Frankfort to authorize Ludlow, West Covington and Covington to issue \$8,000 of bonds each, to build a 40 foot turnpike road from Ludlow to Covington.

Maysville—Coal and Oil Lands.—A company is

reported as having purchased a tract of coal and oil lands for \$7,000, and will develop.

Middlesborough—Saw Mills, &c.—E. E. Chapman, E. E. Malcolm and W. W. Deming have incorporated the Middlesborough Lumber Co. to develop timber lands, erect saw mills, &c. The capital stock is \$300,000.

Mt. Sterling—Cotton Mill.—S. M. Braun contemplates organizing a stock company to erect a cotton mill.*

Owensboro.—S. M. Deane is president; R. M. Conway, manager, and R. Rudd, secretary, of the land company mentioned in last issue as organized at Deansfield with a capital stock of \$100,000.

Paducah—Sewerage System.—Plans have been prepared for the sewerage system lately mentioned, but work will probably not begin for about a year, as some State legislation is necessary. S. H. Johnson, mayor, can give information.

Princeton—Flour Mill.—W. J. Myers & Bro. write that they will soon either build or buy a flour mill.

Winchester—Cart Factory.—The cart factory lately mentioned will be erected by the Chadwick Two Wheeler Co., of which M. H. Clay is president.*

Winchester—Electric Plant.—The Winchester Street Railway Co. will erect the plant mentioned in last issue to operate its road by electricity.

LOUISIANA.

Anacoco—Gin and Grist Mill.—M. W. Smart will, it is stated, erect a cotton gin and grist mill.

Conway—Saw Mill.—J. H. Edwards will probably erect a saw mill.

Logansport—Spoke Factory.—A spoke factory will probably be erected.

Natchitoches—Brick yard.—Phanor Breazeale is president; J. C. Trichel, Sr., vice-president, and C. K. Jones, secretary, of the stock company mentioned last week as organized to start a brickyard.

New Orleans—Manufacturing.—The McCormick Cotton-seed Delinier Manufacturing Co. is reported as organized with a capital stock of \$500,000.

Shreveport—Tannery.—A tannery is reported as to be established. The Shreveport Improvement & Investment Co. can probably give information.

Shreveport—Woodworking Factory.—The Salem Iron Works, of Salem, N. C., have made a proposition to establish a woodworking factory.

MARYLAND.

Arlington—Land, etc.—The West Arlington Improvement Co. is the name of the company recently reported as organized by Dr. C. G. Hill and others, and has been incorporated with W. D. MacQueen, of New York, president; Dr. C. G. Hill, vice-president; E. T. Rinehart, secretary and treasurer; G. R. Webb, manager. It will develop its property (the Wilhelm estate) previously mentioned as purchased, and will, it is stated, establish gas and water works.

Baltimore—Brewery.—The Wehr-Hobelmann-Gottlieb Brewing & Malting Co., which operates the Globe Brewery, mentioned in last issue, is adding a 75-ton ice machine to its ice plant, also a 120 horse-power boiler and 175 horse-power engine.

Baltimore—Brick kilns.—The city council has granted permission to Smith & Schwarz to erect brick-kilns mentioned in last issue.

Baltimore—Land.—The West Boundary Real Estate Co. has been incorporated by R. Foster, E. J. Chism, John Martin and others to purchase and improve the Galloway Chester property (45 acres) at Highland Park. The capital stock is \$50,000.

Baltimore—Soap Works.—Bary, Curtis & Co. have recently started soap works.

Baltimore—The Rapid Transit Co. has been incorporated by C. M. Benninghaus, R. S. Albert, A. T. Leftwich and others to purchase the stock of the Roberts Motor Co. The capital stock is \$250,000.

Bel-Air—Water Works.—The Bel-Air Water & Light Co., previously reported as to construct water works, etc., has let contract for the same to J. H. Harlowe & Co., of Pittsburgh, Pa., at an estimated cost of between \$30,000 and \$40,000.

Charlestown—Saw Mill.—D. M. Evans has recently put new machinery in his saw mill.

Clear Spring—Turnpike.—The Clear Spring Turnpike Co. has been incorporated with J. W. Troup, president; David Selbert, vice-president; John Wilson, treasurer; W. T. Hassett, secretary, to construct a turnpike from Clear Spring to Big Conococheague. The capital stock is \$15,000.

Cockeysville—Land.—Philip Walsh & Sons, of Baltimore, have purchased the limestone property (80 acres) of Mrs. Colgate Cocke for \$16,350.

Drum Point—Land.—W. T. Street, W. T. Johnson, J. B. Smith and others have organized the Patuxent City Land Co. and purchased the Rousby Hall estate (300 acres) on the Patuxent river, and will lay out a new town to be called "Rousby." The capital stock is \$50,000.

Frederick—Flour Mill.—F. J. Lewis is adding roller machinery to his Jumbo Burr Mills at Lewis Station.

Hagerstown—New Industries.—The Hagerstown Manufacturing, Mining & Land Co., previously mentioned as incorporated, has purchased land and will lay off same into lots, streets, etc. It will also, it is reported, establish car shops, iron furnaces, foundries and rolling mills.

Lonaconing—Electric-light Plant.—An effort is being made, it is stated, to establish an electric-light plant.

New Midway—Lime kilns.—James Le Gore is erecting lime kilns.

Powhatan—Cotton Mill.—The Powhatan Manufacturing Co. intends putting in its cotton mill new drawing, carding and beaming looms, also sewing machines.*

Washington, D. C.—Power-house.—The Judson Motor Co. has secured permission to erect a power house for its cable railway.

Westminster—Electric-light Plant.—N. J. Gorsuch & Son will put an electric light plant in their flour mill, lately mentioned.*

MISSISSIPPI.

Greenville—Levee.—A new levee will be built across Catfish Point.

Greenville—Levees.—The Board of Mississippi Levee Commissioners contemplates the issuance of \$300,000 of bonds to maintain and repair levees.

Lula—Saw Mills.—The Wade Lumber Co., mentioned in this issue as being organized at Memphis, Tenn., proposes to locate saw mills at Lula.

Meridian—Hedge Fence.—A company will probably be organized to introduce hedge fences in Southeast Mississippi.

Meridian—New Factories.—Chair, soap and woodworking factories are projected. The Manufacturers' Aid & Investment Co. can give information when anything is done.

Monticello—Bridge.—The iron bridge recently washed away will be rebuilt.

Natchez.—T. J. Junkin, G. O. Korndorfer, A. C. Berdon and others have incorporated the Shady Side Land Co.

Newton—Tannery.—A tannery is projected.

Tupelo—Chair Factory.—Hoyle & Wilson have, it is stated, purchased the Tupelo Chair Factory and will operate same.

Vicksburg—Sewerage System.—J. H. Hayney, of Little Rock, Ark., will prepare estimates and plans for the sewerage system previously reported.

Vicksburg—Machine Shops.—The Louisville, New Orleans & Texas Railroad Co. (office, Memphis, Tenn.), previously mentioned as to build machine and car shops, has let contract for same to John Reid, of Memphis, Tenn. The cost is reported to be about \$75,000.

NORTH CAROLINA.

Aberdeen—Planing Mill, etc.—The Tarbell Lumber Co., of Southern Pines, is erecting a planing mill, and contemplates adding a grist mill and repair machine shop.

Asheville—Chair Factory.—E. F. Kiser and W. J. Cobb, of Monroeton, Pa., are reported as contemplating the removal of their chair factory to Asheville.

Burgaw—Creamery.—R. I. Durham is erecting a creamery.

Burgaw—Canning Factory.—The Farmers' Alliance of Pender county is erecting a canning factory.

Burgaw—Brick and Tile Works.—J. F. Johnston is erecting brick and tile works.

Burgaw—Brick and Tile Works.—E. McMoore is building brick and tile works.

Carthage—Canning Factory.—A. V. Dockery is erecting a canning and pickling factory, as lately stated.

Carthage—Distillery.—A. C. Kelley & Co. will erect a turpentine still.

Charlotte—Machine Works.—C. W. Wynn will organize a stock company, it is reported, for the manufacture of his patent ice-cream freezer.

Cumberland—Electric-light Plant.—The Cumberland Mills will put in a plant with capacity for 150 incandescent electric lights.*

Davidson College—Cotton Factory.—The company operating the Liverpool cotton factory is reported as about to erect an addition.

Durham—Ice Factory.—J. S. Carr, J. T. Mallory, C. M. Herndon and others are said to be interested in the company mentioned in last issue as to erect an ice factory.

Goldboro—Cotton Factory.—Efforts are being made to organize a stock company to establish a cotton factory upon the co-operative plan.

Greensboro—Iron Furnaces.—The stockholders, of the North Carolina Steel & Iron Co., previously mentioned, decided at a recent meeting to contract at once for the building of two 75-ton iron furnaces.

Henderson—Mineral Springs.—I. A. Harrel, W. S. Parker, D. Y. Cooper and others have organized a stock company, secured a 50 d. 30'

option on the Shocco Springs property, and will improve same if sale is effected.

Hickory.—The Hickory Manufacturing Co. has been incorporated as a stock company with a capital of \$20,000.

King's Mountain—Tannery.—L. A. Thornburg and J. B. Rhine have purchased a site and will establish, it is reported, a tannery.

Maiden—Lime Works.—D. M. & L. A. Carpenter purchased the lime property mentioned in last issue (under Lincolnton), and will probably put in machinery.

Monroe—Cotton Factory.—A company has been organized with A. F. Stevens, president, to operate the cotton factory previously mentioned. The capital stock is to be \$100,000.

Mooresville—Tobacco Factory.—W. L. Caldwell & Co. contemplate, it is stated, erecting one of the tobacco factories mentioned in last issue.

Morganton—Electric-light Plant.—The town of Morganton will erect an electric-light plant within the next 90 days. T. I. Gilliam can give information.

Mount Airy—Tobacco Factory.—Prather & Whitlock, it is reported, will enlarge their tobacco factory.

Nashville—Gold Mine.—A Henderson syndicate has purchased, it is reported, a gold mine in Nash county, near the Arrington mine, for \$50,000.

Rockingham—Electric-light Plant.—There is talk of establishing an electric-light plant.

Salem—Wagon Factory.—George E. Nissen & Co. will rebuild their wagon factory mentioned in last issue as probably to be enlarged, and put in additional machinery.

Salisbury—Gold Mine.—A 10-stamp mill will be erected, it is reported, at the Stanley Freehold mines.

Southport.—The Southport Land & Improvement Co. has been organized with a capital stock of \$100,000.

South Washington—Canning Factory.—D. J. McMillan is erecting a canning factory.

Troy—Gold Mines.—It is reported that a \$1,000,000 stock company has been organized to develop the Worth, Saunders and adjoining gold mines.

Washington—Canning Factory.—H. W. McGrath & Co. are erecting a canning factory.

Waynesville—Insulator Pin Factory.—F. T. Hyatt will start the locust insulator pin factory mentioned in last issue, and has purchased machinery.

Willard—Canning Factory.—E. M. Johnson and R. J. McMillan are erecting a canning factory.

Winston—Brick-yard.—The Winston Brick & Tile Co. has been organized by W. T. Carter and B. J. Sheppard, mentioned in last issue as to start a brick-yard.

Winston—Land.—S. W. Jamison, of Roanoke, and others have organized the West End Land & Hotel Co. It has purchased 145 acres of land and will lay off into lots, etc. The capital stock is \$300,000.

SOUTH CAROLINA.

Barnwell—Kaolin Mines.—The Imperial Kaolin Co. has been organized by Mike Brown and others and desires correspondence on the development of kaolin mines.

Barnwell—Oil Mill and Fertilizer Factory.—The Barnwell Oil & Fertilizer Co., recently reported as to erect cotton-seed oil mill and fertilizer factory, has let contract for its buildings to W. J. Woodward at a reported cost of \$11,000.

Baufort—Fertilizer Factory.—Subscription books to the stock of a \$200,000 fertilizer factory, will, it is reported, soon be opened.

Belton—Oil Mill, etc.—The Belton Co-operative Manufacturing Co. has been incorporated by A. C. Latimer, E. B. Price, J. W. Poore and others, to operate the oil mill previously mentioned, also guano factory, cotton gin and grist mill. It has purchased, it is reported, the mill and machinery recently operated by the Rice Bros. The capital stock will be \$15,000.

Charleston—Phosphate Land. It is reported that another phosphate company is about to organize, purchase land and begin the erection of a plant.

Charleston—Bagging Factory.—M. H. Chapin, of Chicago, Ill., is in correspondence with the Merchants' Exchange relative to the location of a factory for making a new cotton bagging.

Clinton.—The Clinton Warehouse & Fertilizer Co. has been incorporated by M. S. Bailey, J. W. Copeland and others. The capital stock is to be \$5,000.

Columbia—Wagon Factory.—A company will be organized, it is stated, to establish a wagon factory. The capital stock will be \$50,000.

Darlington—Brick yard.—Ward & McGill, operating steam saw mills and shingle and lath factory, will add, it is reported, the manufacture of brick to their plant.

Darlington—Compress and Warehouse.—The Pee Dee Cotton Compress Co. has been incorporated by E. K. Dargan, C. S. Nettles, B. Williamson and others to erect a cotton compress and warehouse. The capital stock will be \$30,000.

Darlington—Planing Mill.—Welling & Bonnoit erected the planing mill lately mentioned, and will, later on, put in additional machinery.

Darlington—Cotton Mill.—The Darlington Manufacturing Co. contemplates doubling the capacity of its mill.

Darlington—Harness Factory.—N. L. Harrell & Co. have ordered machinery to add the manufacture of harness to their buggy factory, and may, later on, establish a tannery.

Darlington—Canning Factory.—A. A. Howlett and C. S. Nettles have formed a partnership to erect and operate a canning factory.

Denver—Oil Mill.—The establishment of a cotton-seed oil mill is contemplated.

Equality—Oil Mill.—A cotton-seed oil mill is contemplated. J. M. Glenn can give information.

Florence—Ginny and Fertilizer Factory.—The Florence Cotton Oil Co. will probably establish a cotton ginny and fertilizer factory.

Florence—Laundry.—C. A. Buchheit will organize a stock company, it is reported, to establish and operate a steam laundry.

Florence—Water Works.—Estimates and plans are being submitted to the city council for the construction of a stand-pipe, sinking an artesian well, laying 6 miles of pipe and placing 80 hydrants. The mayor can give information.

Howe—Saw Mill.—Muldrov, Dison & Blount have erected a saw mill.

Laurens County—Lead Mines.—A syndicate is reported as negotiating for the purchase of the lead deposits recently discovered in Laurens county upon the property of Dr. J. P. Latimer, and to develop same and other mineral deposits in that vicinity.

Laurens—Gas and Water Works.—An election will probably be held to decide on the issuance of \$10,000 of bonds to be expended on gas and water works.

McClellanville—Canal.—The Wambaw Land & Lumber Co., recently mentioned as incorporated with a capital stock of \$25,000, will, it is reported, cut a canal 25 miles long from the Santee river through Wambaw swamp into Bull's bay.

Mullins—Canning Factory.—A canning factory will be established, it is reported.

Newberry—Real Estate, etc.—The Newberry Building & Investment Co. has been incorporated by W. E. Pelham, G. S. Mower, G. G. Sale and others to deal in and improve real estate. The capital stock is to be \$100,000.

Orangeburg.—The Orangeburg Wood & Iron Material Co. has increased its capital stock from \$10,000 to \$20,000.

Pelzer—Cotton Factory.—The Pelzer Manufacturing Co. will erect an addition to its mill No. 3 to have a capacity of 7 M spindles and 350 looms.

Pendleton—Canning Factory.—H. S. Tuseat, J. E. Wofford and others have organized a stock company to establish and operate a canning factory.

Scranton—Saw Mill.—T. C. Willoughby will shortly enlarge his saw mill, it is reported.

Society Hill—Saw Mill and Brick-yard.—Spain & Co. have located, it is reported, a saw mill and brick-yard on the property of J. M. Waddill.

Spartanburg—Cotton Mill.—The Spartanburg Manufacturing Co. has applied for authority to increase its capital stock from \$500,000 to \$1,000,000.

Sumter—Cotton Compress.—Sumter County Farmers' Alliance will, it is stated, erect the cotton compress lately mentioned.

Sumter—Ice Factory.—T. J. Baker is organizing the stock company mentioned in last issue to erect an ice factory.

West—Canning Factory.—West Bros. will erect the canning factory at West, mentioned in last issue (under Camden).

York County—Water-power.—J. F. Hart, of Yorkville, and J. L. Black, of Blacksburg, have purchased, it is reported, the water-power at Ninety-Nine Islands on Broad river, and will organize a stock company for its development.

TENNESSEE.

Blountville—Iron Mines.—Iron mines will probably be developed on the John Swadley farm.

Blountville—Iron Mines.—Mr. Jenkins, of New York, is investigating iron ore lands for a Philadelphia (Pa.) company, which will probably develop.

Bristol—Land.—A land company with a capital stock of \$150,000 has, it is reported, been organized with W. T. Sutherland, president, and W. F. Rhea, vice president, and obtained an option on the Oakview farm.

Bristol—Electric-light and Gas Works.—The Bristol Electric Light & Power Co. is reported as negotiating with foreign capitalists to consolidate with an electric railway and gas works.

Bristol—Steel Plant.—Philadelphia (Pa.) and Pittsburgh (Pa.) capitalists, mentioned last week, will, it is reported, build two Bessemer iron furnaces and two basic iron furnaces. B. L. Dulaney writes in reference to the above that "The Pioneer Steel Co. has located its plant in Southwest Bristol. The plant will be one of the largest in the country."

Cave—Flour Mill.—Smith, Taylor & Co. intend putting in a short system roller flour mill.

Chattanooga—Mining, &c.—J. W. Reardin, C. E. Lyerly, C. V. Brown and others have incorporated the Sequatchie Valley Mining & Manufacturing Co.

Chattanooga—Foundry.—The Gibson-Love Manufacturing Co., mentioned in last issue (under Sparta), has enlarged its moulding department.

Clarksville—Planing Mill.—Fred. L. Smith & Sons will put a flooring machine and band resaw in their planing mill.

Cleveland—Cigar Factory.—The Cleveland Cigar Factory, recently mentioned as to be enlarged, has been incorporated by F. M. Flumer, H. H. Moorhead, W. J. Walsh and others and capital stock increased to \$15,000.

Clinton—Saw Mill.—John Gillies, of Ontario, Canada, has, it is stated, purchased the saw mill of Scott & Co. and will operate.

Covington—Ice Factory.—Little Rock (Ark.) parties will probably erect an ice factory in Covington. The secretary of Board of Trade can give information.

Cumberland County—Coal, Iron and Timber Land.—J. T. Small, of Lewiston, Me., and others are, it is reported, negotiating with W. J. Whitthorne for the purchase of 164,000 acres of coal, iron and timber lands in Cumberland county.

Dayton—Pottery.—Efforts are being made to organize a \$20,000 stock company to erect a pottery.

Dayton—Land.—A. J. King and W. A. Johnson, representing a syndicate, have purchased 100 acres of land near Dayton.

Dayton—Brick Works, &c.—The Dayton Building, Land & Improvement Co. has been chartered with J. A. Tuloss, president; H. C. Rose, vice-president, and I. W. Holt, secretary. It has purchased 150 acres of land and will improve and, it is stated, erect large brick works. The capital stock is \$100,000.

Elk Valley—Coal Mines.—The Elk Valley Coal & Iron Co., lately mentioned, expects to soon commence developing its coal mines. The capital stock is \$300,000.

Fayetteville—Ice Factory.—The Fayetteville Ice Factory is reported as being rebuilt. J. G. Carigan can give information.

Gainesboro—Spoke and Handle Factory.—The erection of a spoke and handle factory is talked of.

Gainesboro—Planing Mill.—Kinsey & Butler contemplate erecting a planing mill.

Gallatin—Planing Mill, &c.—Rodimer & Co. will erect a hub and spoke factory and planing mill.

Gleason Station—Stave Factory.—F. M. Kennedy & Co., of Martin, are erecting a heading and stave factory.

Goodlettsville—Flour and Grist Mill.—The Farmers' & Laborers' Union, J. A. Pilkinton, secretary, contemplates organizing a stock company to erect a 50-barrel roller flour mill, also the grist mill lately mentioned.

Graysville.—A Soaper & Co. are optioning land in Graysville.

Humboldt—Spoke Factory.—Beck & Gordon, lately mentioned as to build a spoke factory, are erecting a building 200x60 feet for same.

Iron City—Stone Quarries, &c.—F. M. Dobson & Co. leased the Iron City stone quarries, as stated in last issue, and will develop. They will also start lime works in about 30 days.

Johnson City—Woolen Mill.—J. L. Davis, of Knoxville, and others will, it is stated, erect the woolen mill lately mentioned.

Johnson City.—The Proctor Land Co. has been organized at Knoxville with W. E. Gibbins, president; J. W. Fletcher, vice-president, and A. B. Bowman, treasurer. The capital stock is \$500,000.

Johnson City—Machine Works.—F. H. Putnam, representing Anniston (Ala.) machine works, is reported as investigating with a view to establishing machine works in Johnson City.

Knoxville—Woolen Mill.—A Northern party contemplates erecting a woolen mill. James H. Mooers, 114 Clinch street, can give information when definitely decided.

Knoxville—Brick-yard.—R. Jones, W. L. Russell, R. N. Wood and others have incorporated the Jones Brick Co.

Knoxville—Brewery.—The Knoxville Brewing Association will amend its charter, increasing capital stock to \$40,000, and contemplates improving its brewery.

Knoxville—Lumber Mill.—K. P. Jones, of Chattanooga; H. J. Howe, C. T. Cates and others have incorporated the East Knoxville Lumber & Manufacturing Co.

Loudon—Lumber Mill.—W. B. Samuel & Son, of Knoxville, mentioned in last issue as to put in planing mill machinery, will, it is stated, organize a stock company to operate their mill.

Loudon—Marble Mill.—The Standard Marble & Stone Co. will, it is stated, put new machinery in its mill.

Martin—Flour Mill.—F. M. Kennedy & Co. will remodel their flour mill by putting in new

and improved machinery, which has been contracted for.

Memphis—Electrical Works.—J. W. Allison, R. M. Stratton, R. L. Coffin and others have incorporated the Voltaic Electrical Manufacturing & Supply Co., and will start an electrical supply factory. The capital stock is \$1,000,000.

Memphis—Grain Elevator.—A grain elevator will probably be erected. R. J. Morgan can give information.

Memphis—Sewerage, Bridges, &c.—The city will expend \$142,808 for bridge, street and sewerage improvements, etc.

Memphis—Water Works.—The Artesian Water Co. will, it is reported, lay about six miles of 16 and 18-inch mains.

Memphis.—J. B. Gardner, of Fulton, Ky., and others are organizing the Wade Lumber Co.

Memphis—Corn Mill.—Clarke & Crook have erected a corn mill with capacity for 400 barrels per 24 hours.

Morristown.—T. C. Cain, R. L. Gaut, J. N. Latspeich and others have chartered the Morristown Consolidated Land & Improvement Co. with a capital stock of \$500,000.

Morristown—Lumbering and Mining.—The Morristown Land, Timber, Iron & Marble Development Co., mentioned in last issue, is organized to develop mineral and timber lands in East Tennessee and Western North Carolina.

Nashville—Flour Mills.—It is reported that the flour mills of the American Mill Co., the Nashville Mill Co. and the Lanier Mill Co. have been optioned by George B. Dazey for Northern capitalists, who propose organizing a stock company to enlarge and operate them.

Nashville—Engine Works.—The Light Hand Fire Engine Manufacturing Co. has been incorporated.

Nashville—Trunk Factory.—Herbert Gray, of Oldtown, Me., contemplates moving his bag and trunk factory to Nashville.

Rockwood—Electric-light Plant.—The Roane Iron Co. erected the electric-light plant mentioned in last issue.

Spring City—Iron Furnace, Rolling Mill, &c.—The Anglo-American Association, Limited, has been organized by the parties lately mentioned as purchasing 10,000 acres of land to build a new town, with Hon. Beriah Maguinn, of Lexington, Ky., president; G. E. Mercer, of London, Eng., vice-president, and J. I. Neal, of Harrodsburg, Ky., secretary. It has optioned, it is stated, 50,000 acres of mineral and timber land, also purchased the Gillespie iron mine on the Tennessee river, and proposes to build an iron furnace and rolling mill. The capital stock is \$3,000,000.

TEXAS.

Abilene—Brick-yard.—The establishment of another brick-yard is talked of.

Anson—Brick-yards.—Martin Duvall will, it is reported, start a brick-yard.

Belton.—The Belton Investment Co. has been incorporated with a capital stock of \$30,000.

Brownwood—Mattress Factory.—Randolph Fleischer will operate the mattress factory lately mentioned as established.

Colorado.—Gin and Grist Mill.—A cotton gin and grist mill has been started.

Comanche—Brick and Tile Works.—D. C. Byrne is president; G. A. Beeman, vice-president, and C. B. Mason, secretary, of the Comanche Brick & Tile Co., recently reported as incorporated.

Corpus Christi—Refrigerator.—A \$300,000 stock company will, it is reported, be organized to establish the beef refrigerator previously mentioned. The Port Aransas Co. can probably give information.

Dallas—Water Works.—A new pumping engine to have a daily capacity from 8,000,000 to 10,000,000 gallons will probably be purchased for the water works. The mayor can give information.

Dallas—Cotton Mill.—It is reported that contract has been let for the \$500,000 cotton mill recently mentioned. C. H. Cooper can give information.

Dallas—Paper Mill.—The Texas Paper Mill Co., recently reported as incorporated, will erect a \$30,000 paper mill.

Dallas—Glue Factory and Tannery.—The Dallas Oil, Glue & Tanning Co., recently mentioned as incorporated, will erect a glue factory and tannery.

Denison—Reservoir.—The Denison City Water Works Co., mentioned in last issue, is building a 200,000,000-gallon reservoir and laying about one mile of additional pipe.

Greenville—Electric-light Plant.—Efforts are being made to secure the erection of an electric light plant. The mayor can give information.

Houston.—J. H. Kirby, A. Young, W. C. Averill and others have incorporated the Houston Land Improvement Co. with a capital stock of \$100,000.

Houston—Machine Works.—The J. A. Cushman Manufacturing Co. has let contract for machinery for the enlargement of its works mentioned in last issue.

Houston—Brick and Tile Factory.—Kansas City (Mo.) parties will, it is stated, erect a \$60,000 brick and tile factory in Houston.

Killeen—Cotton Gin.—Elms Bros. are, it is stated, erecting a cotton gin.

Killeen—Cotton Gin.—D. M. Murphy & Co. will, it is reported, erect a \$4,000 cotton gin.

Laredo—Knitting Mill, Pump Factory, &c.—The Laredo Improvement Co. has received propositions from C. T. Eastman, of Rhode Island, to erect a knitting mill and pump factory, and from A. H. Ellwood, of Tallapoosa, Ga., to establish a hosiery factory.

Laredo—Barbed Wire Works.—The establishment of barbed wire works is probable. The Laredo Improvement Co. can give information.

Llano.—F. R. Malone, W. A. Miller, R. D. Lauderdale and others have incorporated the Llano Brick & Lumber Co. with a capital stock of \$50,000.

Manor—Gin and Oil Mill.—A stock company is reported as being organized to erect a cotton gin and cotton-seed oil mill.

Marshall—Factories.—The Marshall Investment & Improvement Co. has been organized with a capital stock of \$200,000 to secure the establishment of new factories.

New Birmingham—Lumber Mill.—The New Birmingham Lumber Co., lately reported as chartered, will erect machinery for manufacturing lumber and building material.*

New Braunfels—Electric-light Plant, &c.—The Landa Electric Light & Power Co., lately mentioned as incorporated, will erect an electric-light plant and a power plant to be operated by water-power. It also contemplates erecting a grain elevator.*

Plano—Flour Mill and Elevator.—A company has, it is stated, been organized to erect a roller flour mill and grain elevator.

Round Rock—Water Works, &c.—It is reported that an artesian well will be sunk and a water works system constructed.

San Antonio—Brick-yard, &c.—H. H. Alvord is putting new machinery in his brick-yard, as lately reported, and will soon erect machinery to develop ochre.

San Augustine—Planing Mill.—A planing mill has, it is reported, been erected.

San Diego—Electric-light Plant.—The Gueydan Parkman Milling & Ginning Co., mentioned in last issue as incorporated, operates a grist mill and cotton gin and contemplates putting in an electric-light plant.

Sulphur Springs—Electric-light Plant and Water Works.—The city council is reported as arranging for the erection of an electric-light plant and the construction of water works. The mayor can give information.

Sulphur Springs—Oil Refinery.—An oil refinery will, it is stated, be erected.

Taylor—Ice Factory.—An ice factory will, it is rumored, be erected.

Texline—Dam.—The city contemplates constructing a dam across the Perico river.

Tyler—Machine Shops.—The St. Louis, Arkansas & Texas Railway Co. (office, St. Louis, Mo.) is reported as to enlarge its machine shops and put in new machinery.

Tyler—Collar and Shoe Factory.—It is stated that sites have been purchased for the erection of a shoe factory and a horse-collar factory.

Vernon—Elevator.—Frank Cockrell, of Dallas, has contracted for the erection of a grain elevator to have a capacity of 50,000 bushels.

Waxahatchie—Electric-light Plant.—An electric-light plant will probably be erected.

Wichita Falls—Elevator and Flour Mill.—L. C. Stewart, of St. Louis, Mo., has contract for wood-work, and C. M. Harris, of Chicago, the contract for machinery for the 500-barrel flour mill and 30,000-bushel grain elevator of the Panhandle Milling & Elevator Co., lately mentioned.

Yoakum—Publishing.—A stock company has been organized with Joseph Levy, president, and G. Galney, secretary, to publish the Sun.

VIRGINIA.

Abingdon—Glass Factory.—A glass factory will be established, it is reported.

Alexandria—Publishing.—The True Commonwealth Co. has been incorporated by Alexander Kent, T. A. Bland, C. B. Shafer and others, of Washington, D. C., to publish the "True Commonwealth." The capital stock is to be \$5,000.

Alexandria—Refrigerator.—The Universal Refrigerating Co. has been incorporated with A. L. Congor, Akron, O., president; G. B. Raum, Goltz, Ill., vice-president; M. L. Symser, Wooster, O., secretary and treasurer, to engage in the business of refrigerating, the capital stock to be not less than \$1,000,000 nor more than \$5,000,000.

Alexandria—Brick Works.—W. C. Morrison has purchased and will operate, it is stated, the Columbia Brick Works at Brick Haven.

Amherst C. H.—Land.—Local capitalists have organized a company to improve and develop Amherst Heights.

Basic City—Machine Works.—The Basic City Car Works Co. is reported as negotiating for the location of machine works.

Basic City—Hardware Factory.—It is stated that a hardware factory, now located in Buffalo, N. Y., will be removed to Basic City. The Basic City Mining, Manufacturing & Land Co. can give particulars.

Basic City—Sash and Door Factory.—A. B. Lotta expects to erect a sash, door and building material factory in the near future.*

Basic City—Sash, Door and Blind Factory.—Ellis & Kolner are building a sash, door and blind factory, and will erect a dry-kiln.*

Basic City—Paper Mill.—The paper mill lately mentioned as being negotiated for is to be erected by the Paper Fabrique Co., and will employ about 75 hands.

Bedford City—Iron Mines.—W. D. Hooper has discovered iron ore at the foot of the Peaks of Otter, and will probably develop same.

Bedford City—Creamery.—Mr. Forward and N. D. Hawkins are endeavoring to establish a creamery.

Bedford City—Water Works.—The town is considering the improvement of the water works at a cost of \$3,500.

Blackstone.—The Blackstone Milling & Manufacturing Co. has been incorporated. The capital stock is to be not less than \$20,000 nor more than \$100,000.

Blue Ridge Springs—Mineral Land.—The Virginia Development Co. has purchased, it is reported, the mineral property of the Gross Mining Co.

Buena Vista—Water Works.—The city council has appointed a committee to confer with the Buena Vista Co. with a view to purchasing its water rights and mains.

Buena Vista—Bridge.—The county commissioners have decided to construct an iron bridge over South river, near the old Buena Vista furnace, and have appointed a committee to receive proposals and contract for the same. D. C. Humphreys can give information.

Buena Vista—Land.—The Montrose Land & Improvement Co. has been organized with J. H. Wayt, president.

Buena Vista—Machine Works.—Negotiations are said to be about closed with a Western machine company for the location in Buena Vista of machine works to employ from 300 to 500 hands and cost \$200,000. The Buena Vista Co. can give information.

Burkeville—Land, etc.—The Burkeville Land Improvement Co. has been incorporated with H. H. W. Crittenden, president, to purchase land and improve the same, establish an electric-light plant, etc. Minimum capital stock \$5,000; maximum \$100,000.

Charlottesville—Chemical Works.—The University Pharmaceutical Co. has been organized with W. H. Hotopp, president, and Mr. Sieburg manager, to establish chemical works.

Charlottesville—Land.—The Development Co. of Charlottesville, has been formed with R. P. Valentine, president; W. H. Harris, vice-president, and S. B. Woods, secretary, and purchased 180 acres of the Brennan property. The capital stock is \$200,000.

Clifton Forge—Mining, etc.—The Clifton Forge Mining & Development Co. has been incorporated with T. M. R. Talcott, president; W. C. Moody, vice-president; G. K. Anderson, secretary and treasurer, to engage in mining, manufactures, etc. The capital stock is to be not less than \$300,000 nor more than \$500,000.

Clintwood—Saw Mill.—The Singer Sewing Machine Co. will erect, it is reported, a saw mill on George's creek, to saw walnut timber.

Colliertown—Tannery.—A. H. Wilson has purchased, it is reported, the tannery of the W. M. Hull estate.

Covington—Brick-yard.—G. T. McClintock will start a steam brick-yard.

Coyner's Springs—Mineral Springs, etc.—The Coyner's Springs Investment Co. has been organized by Hon. Absalom Koiner, of Augusta county, and Hon. Harry Bingham, of New York city, to purchase of Col. Fry 125 acres of land, including Coyner's and other mineral springs, and to enlarge and improve the same, also develop zinc mines. The capital stock is to be \$150,000.

Danville—Machine Works.—The Apto Manufacturing Co. is the name of the Ohio company previously mentioned as to locate general machine works in Danville, and has been organized with F. X. Burton, president; D. A. Overbey, vice-president, to manufacture novelties in steel and iron. The capital stock will be not less than \$25,000 nor more than \$100,000.

Estillville—Planing Mill.—The Estillville Planing Mill Co. will put in a heavy planer and matcher.*

Ferrol—Iron Mining and Manufacturing.—The Augusta Mining & Investment Co., mentioned in last issue as incorporated, is organized especially for the mining and manufacturing of manganese and iron.

Fincastle—Manganese Mine.—Stoner & Slicer are developing manganese mine, and will soon increase output.

Franklin—Land.—The capital stock of the

Franklin Land & Improvement Co., mentioned in last issue as organized, is to be not less than \$10,000 nor more than \$20,000. Besides dealing in real estate as reported, it contemplates manufacturing various kinds of lumber.

Franklin—Planing and Shingle Mill.—J. R. Howell and others will erect a planing and shingle mill.

Gainesville—Carriage Factory.—G. W. Walker will put in his carriage factory this season some light machinery for manufacturing buggies and wagons.*

Glasgow.—The Glasgow Investment Co. has been incorporated with Joseph Davis, of Lynn, Mass., president; J. M. Read, treasurer; C. D. Pecker, of Lynn, Mass., secretary, to deal in and improve real estate, the capital stock to be not less than \$50,000 nor more than \$300,000.

Glasgow—Publishing.—The Glasgow Publishing Co. has been incorporated with T. S. White, president; A. P. Bonde, secretary and treasurer, to publish a paper and conduct a general job printing business. The paid up capital stock is \$7,000.*

Goochland—Land.—W. E. Grant, of Henrico county; J. R. Anderson, Jr., and others have organized a company to purchase the farm (980 acres) of Hon. J. A. Seddon for \$20,000.

Goshen Bridge—Bridge.—The county commissioners have ordered that an iron bridge be constructed over Big Calf Pasture river at Goshen Bridge, and have appointed a committee to receive proposals and contract for the same. D. C. Humphreys can give information.

Graham—Furniture Factory.—The furniture factory for which the Graham Land & Improvement Co. has been negotiating, as previously reported, will, it is stated, be established with a capital stock of \$50,000.

Graham—Flour Mill.—T. B. Graham has secured a site for the flour mill recently mentioned as to be established. It will have a capacity of 35 barrels per day.

Graham—Electric-light Plant.—The Graham Furnace Co. has, it is said, let the contract for an electric-light plant.

Graham—New Industries.—A woolen mill with a capital stock of \$50,000 and a rolling mill are projected.

Lawyers—Mineral Land.—An English syndicate has optioned, it is reported, several tracts of mineral land near Lawyers and will probably develop.

Luray—Mineral Land.—The Valley Land & Improvement Co., previously reported (under Richmond) as chartered, has been organized with D. F. Kagey, president; G. C. Marshall, vice-president, and T. E. McCorkle, secretary. The company controls 2,000 acres of land around Luray, including the Luray Caverns, also about 8,000 acres of mineral lands. The authorized capital stock is \$2,000,000.

Lynchburg—Medicine Factory.—The Lynchburg Drug Mill will be enlarged, it is reported.

Lynchburg—Land.—The Park Avenue Land Co. has been organized with J. B. Winfree, president; W. L. Moorman, vice-president; B. E. Hughes, secretary and treasurer. It has purchased, it is reported, the Hughes property, also that of W. A. O'Brien, and is negotiating for other land. The capital stock is to be not less than \$100,000.

Lynchburg—Brick-yard and Saw Mill.—John Hickson & Co. are erecting a saw mill and have recently put in their brick-yard a new brick machine with capacity for 40,000 bricks per day.

Lynchburg.—The addition mentioned in last issue as being erected by James Cleland & Sons is for sales purposes.

Manchester—Gas Works.—Exclusive franchise has been granted for 25 years to J. C. Robertson and others to construct and operate the gas works mentioned in last issue as to be established.

Marion—Land.—O. D. Derr and others, of Roanoke, lately mentioned as optioning land in and around Marion, have organized the Marion Development Co. with a capital stock of \$600,000.

Marion—Woolen Mill.—O. D. Derr & Co., of Roanoke, write that the Olympia Woolen Mill at Olympia, Va., will be moved to Marion and a stock company organized to operate same on a larger scale.

Middletown—Fertilizer Factory.—A Delaware party is negotiating with the Middletown Land & Improvement Co. with a view to locating a fertilizer factory in Middletown.

Middletown—Canning Factory.—The canning factory mentioned in last issue (under Middletown, Md.) is the same as the one previously reported as to be erected by F. Stults & Co.

New Castle—Land, Iron Furnaces, etc.—The Craig City Improvement Co., recently reported as incorporated, is laying off its land into lots, etc. It has secured, it is reported, the location of one or two furnaces, a flouring mill, planing mill, etc.

Norfolk—Boiler and Engine-house.—A boiler and engine-room will be constructed at the iron and steel shop of the Norfolk navy-yard. N. H. Farquhar, chief of bureau, Washington, D. C., will receive proposals for the work until May 17.

Norfolk—Land.—It is reported that an English syndicate has purchased real estate from Dr. R. H. McDonald, of San Francisco, Cal., to the amount of nearly \$2,000,000.

Norfolk.—Northern and English capitalists have purchased 220 acres of land on the suburbs of Norfolk through Tunstall & Thom, and propose making extensive improvements, including the building of a bridge to Ghent, construction of a boulevard, squares, etc.

Norfolk—Soap Factory.—The Velline Soap Manufacturing Co., previously reported as to change the location of its factory, has let contract for its building, to be three stories, 40x30 feet, annex 30x30 feet, and will erect the same in Lindenwood. It will increase the capacity of its factory from 600 to 800 boxes per week.

North Garden—Soapstone Lands.—S. B. Woods, R. D. Anderson, Frank Durrett and others have, it is reported, secured an option on soapstone lands near North Garden.

Petersburg—Foundry.—It is reported that Robert Steel and David Alexander are preparing to start a foundry.

Pocahontas—Coal Mines.—Hon. Wm. Mahone, of Petersburg, and others have purchased a large tract of the Pocahontas coal field.

Pulaski City—Land.—B. E. Watson & Co. and others have optioned 127 acres of land and organized the Midvale Land Co. for its development, the capital stock to be \$50,000.

Pulaski City—Rolling Mill.—F. J. Kimball, of Philadelphia, president of the Norfolk & Western Railroad Co., reports that work on the Pulaski Rolling Mill Co.'s plant, previously mentioned, will commence in 30 days.

Richlands (P. O. Cedar Bluff)—Rolling Mill, etc.—The Clinch Valley Coal & Iron Co. has awarded contract for the erection of a puddle mill building 310x75 feet for its rolling mill previously reported to the Berlin Iron Bridge Co.; also contract for an iron bridge, span 180 feet, to connect the two sections of Richlands, to same company.

Richmond—Land.—The Commonwealth Land Improvement Co. has been incorporated with H. W. Flournoy, president; J. H. Cardwell, Bristol, Tenn., vice-president, to deal in real estate, the capital stock to be not less than \$20,000 nor more than \$100,000.

Richmond—Electric Motors.—The Southside Land & Improvement Co. has let the contract for its motors to the Sprague Electric Motor & Railway Co.

Richmond—Cigarette Factory.—The cigarette and cheroof factory of Cameron & Sizer, recently reported as burned, is being put in working order and new machinery will be added.

Roanoke—Car Coupler Factory.—A company has been organized with Dr. E. A. Parsons, president; J. A. Shick, vice-president; F. T. Brinkley, secretary; T. W. Miller, treasurer, to manufacture the Joo car coupler.

Roanoke—Machine Works.—The Morton Safety Heater Co., E. G. Kenly, of Baltimore, Md., president, contemplates locating the plant lately mentioned for the manufacturing of its patent heater.

Roanoke—Steel Works.—Dr. W. H. Chatham is endeavoring, it is reported, to secure the location of steel works for the conversion by a new process of pig iron into bar steel.

Roanoke—Crate Factory.—W. W. Smith, of Warrenton, and others will organize a stock company, it is reported, to manufacture patent egg crates. The capital stock is to be \$50,000.

Roanoke—Land.—The Junction Land & Improvement Co. has been incorporated with E. C. Fechin, president; J. L. Clark, of Philadelphia, Pa., secretary and treasurer, to deal in real estate. The capital stock is to be not less than \$10,000 nor more than \$100,000.

Roanoke—Shirt Factory.—R. H. Anderson, of Richmond, proposes to remove his shirt factory to Roanoke, provided \$20,000 are subscribed by the citizens.

Roanoke—Tar-paper Factory.—James Edwards, of Richmond, representing E. Fagan & Co., 19 E. Carey street, Philadelphia, Pa., is prospecting with a view to the removal of the tar-paper factory of above company from Philadelphia to Roanoke, if satisfactory inducements are offered.

Roanoke—Watch and Watch-case Factory.—Illinois capitalists are reported as willing to invest \$200,000 in a watch and watch-case factory to have a daily capacity of 150 watches and cases, provided local parties subscribe \$100,000 to the enterprise. Dr. L. G. Pedigo can give information.

Rural Retreat—Iron Furnace.—The Lobdell Car Wheel Co. is erecting hot-blast stoves at its White Rock furnace, as lately stated.

Salem—Carpet Factory.—The carpet factory recently mentioned will be erected and operated by Allan Yingling, of Hagerstown, Md.

Salem—Bridge.—The South Salem Land Co., previously reported as purchasing the "Jack" farm, will construct an iron bridge over the Roanoke river to connect its property with that of the Riverside Co., the Salem Development Co. and the Salem Improvement Co.

Stuart.—The Patrick County Development & Industrial Co. has been incorporated with R. S. Martin, president; J. H. Rangely, vice-president; J. C. Adams, treasurer; P. Bouldin, Jr., secretary; the capital stock to be not less than \$500,000 nor more than \$1,000,000.

Tazewell C. H.—Land.—A company has been organized, it is reported, to purchase 85 acres of land from Major Tynes and C. H. Fudge, and will develop. The property of G. W. Spotts will be purchased by another company organizing, it is stated, for the same purpose.

Waynesboro—Mineral Land.—The Ingalls City Investment & Improvement Co. has been incorporated and controls 2,500 acres of mineral land near Waynesboro and 8,000 acres of coal lands in West Virginia. The capital stock is \$5,000,000. A. R. Rosenberger, treasurer, can give information.

Wolf Trap—Coal Mines.—The Wolf Trap Coal Mining Co., W. B. Church, manager, has leased 3,000 acres of coal lands and is sinking shafts to develop.*

Wytheville—Cotton Mill.—A stock company has been organized with W. H. Spiller, president, to erect the cotton mill lately mentioned.*

Wytheville—Land.—The Link Land Improvement Co. has purchased, it is reported, the Dudley and Hale properties between Bluefield and Graham.

Wytheville—Car Works, etc.—The car works previously mentioned will be built by the Southwestern Development Co., which has been recently organized. This company owns 400 acres of coal lands, and has optioned 2,100 acres additional in Tazewell county and 4,500 acres of iron and timber lands in Wythe county. The capital stock is \$500,000.

Wytheville—Nail Mill.—Efforts are being made to secure the removal of a nail mill from a Northern city to Wytheville. W. L. Yost can give information when definitely arranged.

WEST VIRGINIA.

Charleston—Timber Land.—The Mohler Lumber Co. has, it is reported, purchased 700 acres of timber land on Elk river for \$3,792.

Charleston—Canning Factory.—A canning factory is projected.

Charleston—Coal Land.—J. R. Guard, George Davis and J. R. Carnes are reported as having purchased 1,215 acres of coal land on Lens creek for \$10,000.

Charleston—Electric-light Plant.—The Charleston Gas Light Co., mentioned in last issue, expects to put in a 50-arc-light dynamo next month and another in December.

Charleston—Oil Wells.—T. F. Heskett, H. B. Miller, N. B. Scott and others have incorporated the Cassell Oil Co.

Davisville.—Oil Well.—Carr Bros. are sinking the oil well on the land of E. D. J. Bond, lately mentioned.

Lewisburg—Can Factory.—The Greenbrier Canning Co. will, it is stated, establish a can factory.

Mannington—Gas and Oil Wells.—T. M. Jackson, T. L. Smith, A. W. Pritchard and others have incorporated the Logan Oil & Gas Co.

Moundsville—Electric Plant.—The Moundsville Electrical Co. has been chartered to supply electric light, heat and power; the capital stock is \$5,000.

Piedmont.—The H. G. Davis Coal Co. has been chartered with a capital stock of \$50,000.

Piedmont.—The Piedmont & Westernport Improvement Co. has been organized with E. J. Fredlock, president, P. S. Minshall, vice-president, and C. H. Bruce, secretary.

St. Mary's—Oil Well.—A. M. Campbell, J. L. Knight, W. E. Bier and others have organized a company to sink an oil well on the Kelly farm.

St. Mary's—Pumping Station.—The United Pipe Line Co. are erecting a new pumping station and will, it is reported, erect two 37,000-bbl. receiving tanks.

Wheeling.—The Victor Oil & Gas Co. has been incorporated.

BURNED.

Brookhaven, Miss.—The saw mill of Moreton & Helms: loss about \$6,000.

Camden, Ark.—The shingle mill of R. D. Newton & Co. damaged by a tornado.

Cartersville, Ga.—The gas works of the Cartersville Gas Co.; loss about \$3,000.

Charleston, W. Va.—The buildings and machinery of the Kanawha Paper Co.; loss \$20,000.

Elizabeth City, N. C.—The Elizabeth City Cedar Works; loss probably about \$12,000.

Hampton, Fla.—The saw mill of G. P. Young; loss, \$2,000.

Hansboro, Miss.—The brick works of H. Lienhardt; reported loss \$7,000.

Hilton Station, Ga.—The variety works of J. T. Jay; loss about \$5,000.

Lynchburg, Va.—The leaf tobacco factory of

Carroll & Son; loss on building and stock estimated at between \$65,000 and \$75,000.

Marshall, Texas.—The planing mill of Post & Taylor.

Pittsburgh, Texas.—The saw mill of Sutton & Ray; reported loss, \$20,000.

Prattville, Ala.—The Autauga county jail.

Ronceverte, W. Va.—The planing mill of the St. Lawrence Boom & Manufacturing Co.; loss reported as \$10,000.

Thomson, Ga.—The machine shops, cotton gin and buggy shop of O. H. Curtis.

The cotton gins of Nathan Johnson, Troy, Ala.; V. E. Dallis, La Grange, Ga., and John Whaley, Blackville, N. C.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Bank Fixtures, etc.—S. E. Noble, Sylacauga, Ala., wants prices on bank fixtures and hotel supplies.

Boilers.—Charles O. Fairchild, Cedar Key, Fla., may want 30-inch cylinder boilers.

Boiler and Engine.—Stewart & Rickert, Leeds, Ala., want a boiler and engine.

Boiler and Engine.—A. B. Lotts, Basic City, Va., will soon want a 40 horse-power boiler and 30 horse-power engine.

Boiler and Engine.—The Winston Brick & Tile Co., Winston, N. C., wants a 50 horse-power boiler and engine.

Boilers and Engine.—The Grubbs Cracker & Candy Co., Nashville, Tenn., will purchase boilers and a Corliss engine.

Boilers, Engines, etc.—The American Arms Co., 103 Milk street, Boston, Mass., will purchase boilers, engines, shafting and belting.

Bolts and Steel Beams.—General Thomas H. Looker, paymaster U. S. N., Washington, D. C., will receive proposals until May 22 for furnishing at the Norfolk (Va.) navy-yard 7,220 pounds of bolts and 16 I steel beams, estimated weight 24,576 pounds.

Bricks, etc.—Brick fronts for a large block and general building material are wanted. Address W. P. Baughman, Warrenton, N. C., or E. W. Ayers, Washington, N. C.

Brick Plant.—The Winston Brick & Tile Co., Winston, N. C., wants a full line of machinery for a first-class brick plant.

Canning Factory.—J. F. & J. L. Renfro, Opelika, Ala., want prices on canning outfit.

Canning Factory.—Parker Bowling, Gainesville, Fla., wants prices on outfit for canning and pickling factory.

Canning Factory.—West Bros., West, S. C., want an outfit for a canning factory.

Cart Factory.—Some new machinery will be purchased for the Chadwick Two Wheeler Cart Factory at Winchester, Ky. M. H. Clay is president.

Corking Machine.—The Camden Iron Works, Salem, Va., wants a labor-saving machine for corking up iron fencing.

Cotton Factory.—H. H. Way, Clayton, Ala., desires to know the number of spindles that can be purchased for the balance of \$40,000 after deducting the cost of boilers, engines and all other machinery required for a cotton factory.

Cotton Mill.—W. H. Spiller, Wytheville, Va., will purchase entire outfit of new machinery for a cotton mill.

Cotton Mill.—S. M. Braun, Mt. Sterling, Ky., wants prices on machinery to manufacture brown cotton or cotton plaids.

Cracker and Cake Factory.—The Grubbs Cracker & Candy Co., Nashville, Tenn., will purchase machinery for cracker and cake factory.

Crushers.—Stewart & Rickert, Leeds, Ala., want shale clay and rock crushers.

Dry-kiln.—Ellis & Coyner Bros., Basic City, Va., want a patent dry-kiln.

Dynamo and Electrical Supplies.—M. J. Duty, Monroe, La., wants a 600-incandescent-light dynamo, electrical cable 1,500 feet long for 60-arc-light dynamo, cable 1,500 feet long for 600-light dynamo, 3 miles insulated incandescent wire and 600 16-candle-power incandescent lamps.

Electric-light Plant.—The Cumberland Mills, Cumberland, N. C., wants an electric-light plant with capacity for 150 incandescent lights.

Electric-light Plant.—Robinson & Thomas,

Alexander City, Ala., will probably purchase plant with capacity for 5 arc and 400 incandescent lights.

Electric-light Plant.—W. E. Glenn, Camden, S. C., will receive bids until about May 15 for an electric-light plant.

Electric light Plant.—Roddey & Whitner, Anderson, S. C., will receive bids until May 7 for the erection of an electric light plant.

Electric-light Plant.—N. J. Gorsuch & Son, Westminster, Md., want prices on electric-light plant for their flour mill, which is 32x50 feet.

Electric-light Plant.—J. A. Walker, Richland, Ga., wants prices on small electric-light plant for a town of 1,000 inhabitants.

Electric-light Plant.—W. A. Wilkins, Waynesboro, Ga., will purchase boiler, engine, dynamos and appliances for an electric-light plant.

Electric-light Plant.—T. J. Gillam, Morganton, N. C., will receive proposals until June 1 for the erection of an electric-light plant.

Electric-light and Power Plant.—The Landa Electric Light & Power Co., New Braunfels, Texas, wants an electric-light plant; also machinery for transmission of from 100 to 500 horsepower from turbine wheels at mill.

Electric Power.—The Ashland & Catlettsburg Street Railway Co., Ashland, Ky., will contract for electric power for street railroad. Address S. P. Hager for information.

Elevator.—The Landa Electric Light & Power Co., New Braunfels, Texas, wants prices on machinery for a grain elevator.

Elevators.—The American Security & Trust Co., Washington, D. C., wants prices on freight elevators for a six-story building.

Elevator and Flour Mill.—Frank Guthrie, secretary, Gallatin, Tenn., desires plans and estimates for a roller flour mill of from 100 to 150 barrels daily capacity, and a grain elevator, capacity from 50,000 to 100,000 bushels.

Engine.—Smith, Taylor & Co., Cave, Tenn., will want an engine.

Engine.—The Cumberland Mills, Cumberland, N. C., will purchase a 50 horse-power automatic steam engine.

Engines, etc.—The American Manufacturing & Improvement Co., Americus, Ga., wants prices on engines for the hotel to be erected.

Engine and Elevator.—J. H. Lecher, Henderson, Ky., will want a small engine and an elevator.

Fertilizer Factory.—The East Alabama Fertilizer Co., Clayton, Ala., has not yet purchased machinery for the Ozark fertilizer factory.

Fibre Machinery.—C. B. Warrand, Walthourville, Ga., will want machinery to clean, card and spin palmetto fibre, and wants now smooth faced rollers to crush the green fibre.

Flooring Machine and Resaw.—Fred L. Smith & Sons, Clarksville, Tenn., want a flooring machine and band resaw.

Flour and Grist Mills.—J. A. Pilkinton, Goodlettsville, Tenn., desires estimates on the erection of a 50-barrel roller flour mill and a grist mill.

Fuel-gas Plant.—The Kentucky Rock Gas Co., Louisville, Ky., desires to correspond with parties who erect fuel gas plants.

Furniture, etc.—The American Manufacturing & Improvement Co., Americus, Ga., wants prices on hotel furniture.

Grist Mill.—W. A. Wilkins, Waynesboro, Ga., will purchase machinery for a grist mill.

Head Blocks and Carriage.—Smith, Taylor & Co., Cave, Tenn., want a light second-hand carriage and head blocks for saw mill.

Hoisting Machinery.—The Wolf Trap Coal Mining Co., Wolf Trap, Va., will soon want hoisting machinery for coal mine.

Horse Cars.—The Huntington Electric Light & Street Railway Co., Huntington, W. Va., will receive bids for two 2-horse cars and two 1-horse cars.

Iron and Woodworking Machinery.—Robinson & Thomas, Alexander City, Ala., are in the market for iron and woodworking machinery.

Iron Columns.—John Stack & Sons, Baltimore, Md., will purchase iron columns for St. Mary's Church, Washington, D. C.

Kaolin Mining.—Mike Brown, Barnwell, S. C., desires correspondence relative to the development of kaolin mines.

Lathe.—W. A. Edwards, Graniteville, S. C., wants a pattern-turning lathe.

Laundry.—The American Manufacturing & Improvement Co., Americus, Ga., will purchase machinery for laundry.

Lumber Mill.—The New Birmingham Lumber Co., New Birmingham, Texas, is in the market for a full line of machinery for the manufacture of lumber and building material.

Machine Shop.—Machinery is to be purchased by W. A. Wilkins, Waynesboro, Ga., for a machine shop.

Mining.—Wilt & Irwin, Sandersville, Ga., want information relative to the mining of iron ore.

Mining Machinery.—The Elk Valley Coal & Iron Co., Elk Valley, Tenn., will want mining machinery.

Mortising Machine.—A. J. Baldwin & Co., Dawson, Ga., want a mortising machine suitable for doors, blinds, etc.

Motor.—R. L. Jennings, Marshall, Texas, wants addresses of makers of water motors.

Mowing Machine and Hay Rake.—W. R. Allright, Graham, N. C., desires to purchase a mowing machine and a hay rake.

Paste Cooker.—Henry F. Miller & Son, Baltimore, Md., want a steam paste cooker, capacity 100 gallons, arranged in such a manner that the paste can be drawn without removing the paddles.

Planer and Matcher.—The Estillville Planing Mill Co., Estillville, Va., want a heavy planer, moulder and matcher, to plane from 24 to 26 inches wide, both sides, and 6 to 8 inches thick, and match from 14 to 16 inches.

Planer and Bolt Cutter.—A. J. Baldwin & Co., Dawson, Ga., want an iron planer 30x30 inches by 8 feet, and a bolt cutter to cut from 3/8 of an inch to 1 1/4 or 1 1/2 inches.

Planing Mill.—J. C. Brewbaker, Botetourt, Va., wants prices and information on planing mill machinery.

Planing Mill.—W. A. Wilkins, Waynesboro, Ga., will purchase machinery for a planing mill and general woodwork shop.

Printing Office.—The Glasgow Publishing Co., Glasgow, Va., wants estimates on newspaper and job printing outfits.

Pump.—R. L. Jennings, Marshall, Texas, wants a pump to discharge not less than 5,000 gallons per minute.

Pumping Engine and Piping.—The Paris Mountain Summer House Land Co., Greenville, S. C., may want a small pumping engine and piping.

Pumping Machinery.—C. B. Warrand, Walthourville, Ga., will want pumping machinery.

Rolling Stock.—The Ashland & Catlettsburg Street Railway Co., Ashland, Ky., will purchase rolling stock for an electrical railroad. Address S. P. Hager for information.

Sash and Door Factory.—A. B. Lotts, Basic City, Va., will want soon machinery for a sash, door and building material factory.

Sewing Machines.—The Powhatan Manufacturing Co., Powhatan, Md., wants prices on sewing machines for cotton mill.

Sheet Metal Works.—J. B. Hillson, Greenville, Ala., will want some machinery for sheet metal works.

Shingle Mill.—F. A. Maddox, Rome, Ga., wants prices on a complete outfit for a shingle mill of 50,000 capacity, including boiler, engine, shingle machines, shafting, etc.

Steam Heating Apparatus.—The American Security & Trust Co., Washington, D. C., will purchase steam heating apparatus for offices in warehouse to be erected.

Tile Machine.—The Lonoke Manufacturing & Creamery Co., Lonoke, Ark., may purchase a tile machine this summer.

Wagon Factory.—G. W. Walker, Gainesville, Ga., wants prices on some light machinery for constructing buggies and wagons.

Water Works.—B. C. Washington, of Charleston, W. Va., will want an engine, mains, fire hydrants, etc., for water works.

The Great Sheffield Sale.

[Special Cor. MANUFACTURERS' RECORD.]
HUNTSVILLE, ALA., April 28, 1890.

As has been said, nearly everybody of any consequence was at the Cardiff sale, and from what I can hear nearly everybody of any consequence is going to be at the great Sheffield sale on May 7, 8 and 9. Captain Moses, the president of the company, was kept busy while at Cardiff answering questions about Sheffield. Among other things, I heard him accentuate the following rather singular coincidence of figures. Sheffield is 5 years old; it has 5 furnaces, 5 railroads (3 complete and 2 building), 5 steamboats running regularly, 5 millions of land company accounts, 5 millions individual investments and 5 thousand population, and for the next 5 years 8% net dividend is guaranteed on full value of all property bought. There are 1,400 mechanics now employed at Sheffield. The houses completed during the last 12 months are by actual count 360, and there is need for 1,000 more. Rents make houses pay 15% net on the investment. Property can be bought at from \$2.50 to \$30 a foot for residence purposes and at from \$50 to \$180 for business.

THOMAS P. GRASTY.

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Steamers leave daily (except Sunday) Union Dock 6.30 P. M., Canton Wharf 7 P. M.; arrives Old Point Comfort 7 A. M., at Norfolk at 8 A. M., Portsmouth 8.15 A. M. At OLD POINT COMFORT connect with CHESAPEAKE & OHIO RAILROAD for Richmond, Charlottesville, Greenbrier, White Sulphur Springs, Louisville, Cincinnati and all points West. At NORFOLK with NORFOLK & WESTERN RAILROAD for Petersburg, Richmond, Lynchburg, Roanoke, Bristol, Knoxville, Chattanooga, Memphis and the Southwest; also with the NORFOLK SOUTHERN RAILROAD for Elizabeth City, Edenton and Eastern North Carolina. At PORTSMOUTH, VA., with SEABOARD & ROANOKE RAILROAD for Weldon, Raleigh, Southern Pines, Charlotte, Fayetteville, Newberne, Wilmington, Charleston, Columbia, Augusta, Savannah, Jacksonville and all PRINCIPAL SOUTHERN CITIES.
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E. BROWN, G. T. A. KENNETH JONES, Agent

WANTS.

PLANS AND SPECIFICATIONS WANTED.
Plans and specifications wanted for brick, stone and iron Courthouse in Orlando, Florida. Architects and builders are requested to communicate with Messrs. Chas. E. Ferguson and C. E. Smith, Orlando, Florida, committee of the Board of County Commissioners of Orange county, Florida, for information as to size and general character of building. Plans and specifications to be submitted by the 23d day of June, 1890. The Board reserves the right to reject any or all plans which may be submitted. By order of the Board of County Commissioners. B. F. WHITNER, Chairman. Attest: D. S. SHINE, Clerk. Orlando, Florida, April 9, 1890.

Wanted.

The services of an experienced, competent and reliable

MECHANICAL ENGINEER

to draw plans and superintend construction of a blast furnace and rolling mill, is desired by the Covington Iron and Steel Company, Covington, Va. WM. G. SEARS, Manager.

Manager of a Cotton Mill WANTED.

With \$5,000 or more to invest in a mill to be built at Wytheville, Va. Fine opening for a competent and reliable man. For particulars address

W. H. SPILLER,
WYTHEVILLE, VA. President Cotton Mill Co.

PROPOSALS.

NOTICE TO ARCHITECTS.—The County Commissioners of Spartanburg County, S. C., invite correspondence with Architects between this and the 16th day of May next, relative to plans and specifications for a new Courthouse, building to be somewhere near the following dimensions—75,000 feet. To be of brick or stone, or brick and stone, and fire-proof, and to cost not exceeding forty-five thousand dollars. They reserve the right to reject all plans and not to pay for plans not accepted. Jos. M. Elford, clerk. CHARLES A. BARRY, Chairman B. C. C.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 16th day of May, 1890, for all the labor and materials required to erect and complete the surgeon's house for U. S. Quarantine Reservation at Delaware Breakwater, Del. in accordance with drawing and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also, bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 18th, 1890.

PROPOSALS FOR INDIAN SUPPLIES AND TRANSPORTATION.

DEPARTMENT OF THE INTERIOR, Office of Indian Affairs, Washington, April 15, 1890.—Sealed proposals, indorsed "Proposals for Beef," (bids for Beef must be submitted in separate envelopes), Bacon, Flour, Clothing, or Transportation, etc. (as the case may be), and directed to the Commissioner of Indian Affairs, No. 65 and 67 Wooster Street, New York, will be received until 2 P. M. of Tuesday, May 20, 1890, for furnishing for the Indian service about 900,000 pounds Bacon, 34,000,000 pounds Beef on the hoof, 1,000,000 pounds net Beef, 270,000 pounds Beans, 65,000 pounds Baking Powder, 500,000 pounds Corn, 480,000 pounds Coffee, 8,500,000 pounds Flour, 55,000 pounds Feed, 155,000 pounds Hard Bread, 65,000 pounds Ham, 30,000 pounds Lard, 700 barrels Mesa Pork, 17,000 pounds Oatmeal, 450,000 pounds Oats, 125,000 pounds Rice, 9,000 pounds Tea, 340,000 pounds Salt, 250,000 pounds Soap, 920,000 pounds Sugar, and 70,000 pounds Wheat. Also, Blankets, Woolen and Cotton Goods, (consisting in part of Ticking, 13,000 yards; Standard Calico, 100,000 yards; Drilling, 14,000 yards; Duck, free from all sizing, 38,000 yards; Deans, 15,000 yards; Ginghams, 30,000 yards; Kentucky jeans, 11,000 yards; Cheviot, 17,000 yards; Brown Sheet, 230,000 yards; Bleached Sheet, 25,000 yards; Hickory Shirting, 15,000 yards; Calico Shirting, 7,000 yards; Winsey, 2,000 yards); Clothing, Groceries, Notions, Hardware, Medical Supplies, School Books, &c., and a long list of miscellaneous articles, such as Harness, Flows, Bakes, Forks, &c., and for about 800 Wagons required for the service, to be delivered at Chicago, Kansas City, and Sioux City. Also for such Wagons as may be required, adapted to the climate of the Pacific Coast, with California brakes, delivered at San Francisco.

Also, Transportation for such of the articles, goods and supplies that may not be contracted for to be delivered at the Agencies.
BIDS MUST BE MADE OUT ON GOVERNMENT BLANKS. Schedules showing the kinds and quantities of subsistence supplies required for each Agency and School, and the kinds and quantities in gross, of all other goods and articles, together with blank proposals, conditions to be observed by bidders, time and place of delivery, terms of contract and payment, transportation routes, and all other necessary instructions will be furnished upon application to the Indian Office in Washington, or Nos. 65 and 67 Wooster Street, New York; the Commissioners of Subsistence, U. S. A., at Cheyenne, Chicago, Leavenworth, Omaha, Saint Louis, Saint Paul and San Francisco; the Postmasters at Sioux City, Iowa; Yankton, S. Dakota; Arkansas City, Caldwell, Topeka and Wichita, Kansas; and Tucson, Arizona.

The right is reserved by the Government to reject any and all bids, or any part of any bid, and these proposals are invited under proviso that appropriation shall be made for the supplies by Congress.

Bids will be opened at the hour and day above stated, and bidders are invited to be present at the opening.

CERTIFIED CHECKS.

All bids must be accompanied by certified checks or drafts upon some United States Depository or the First National Bank of San Francisco, Cal., for at least five per cent. of the amount of the proposal.

T. J. MORGAN, Commissioner.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 23d day of May, 1890, for the several branches of labor and materials required for the erection and completion of the U. S. Postoffice, Custom House, &c., building at Camden, N. J. (except heating apparatus), including approaches, in strict accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid for each branch of the work must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same, also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 23d, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 13th day of May, 1890, for all the labor and materials required to fix in place complete a low-pressure steam-heating and mechanical ventilating apparatus for the U. S. Courthouse and Postoffice building at Montpelier, Vermont, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same, also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 15th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 13th day of May, 1890, for all the labor and materials required to fix in place complete the low temperature, Hot Water Heating and Ventilating Apparatus for the U. S. Post-Office, &c., building at Springfield, Ohio, in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$200. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 16th, 1890.

PROPOSALS for Annual Supplies for the U. S. Marine Corps, Headquarters U. S. Marine Corps, Quartermaster's Office, Washington, D. C., April 14, 1890.—SEALED PROPOSALS in duplicate will be received at this office until 12 o'clock M. of the 17th day of May next, for furnishing RATIONS, and until 12 o'clock M. on the 19th day of May next for furnishing FUEL, and until 12 o'clock M. of the 20th day of May next, for furnishing FORAGE, to the United States Marine Corps at one or more of following stations, from the 1st July, 1890, to the 30th June, 1891, viz: PORTSMOUTH, N. H.; CHARLESTOWN, MASS.; BROOKLYN, N. Y.; PHILADELPHIA and LEAGUE ISLAND, PA.; ANNAPOLIS, MD.; WASHINGTON, D. C.; NORFOLK, VA.; PENSACOLA, FLA.; and MARIE ISLAND, CAL. Sealed proposals will also be received at this office until 12 o'clock M. of the 21st day of May next for furnishing SUPPLIES, consisting of Cloths, Kerseys, Flannels, Blankets, Hats, Hosiery, Military Stores, Brooms, Brushes, etc., to be delivered at the office of the Assistant Quartermaster, Philadelphia, Pa. Sealed proposals will also be received at this office until 12 o'clock M. of the 22d day of May next for furnishing STATIONERY, to be delivered at the office of the Quartermaster, Washington, D. C. All supplies to be delivered at the places named, free of expense to the United States. Specifications, blank forms of proposals, and all information can be obtained upon application at any of the stations named above, or at the office of the Quartermaster, Washington, D. C., and Assistant Quartermaster's office, 216 south Second street, Philadelphia, Pa. This office reserves the right to reject any and all bids, and to waive defects in bids and to accept of bids from manufacturers or of regular dealers in supplies only will be considered. Bids accepted and contracts awarded subject to an appropriation by Congress to meet the expense. Proposals may be made for one or more articles, deliverable at one or more stations, and will be considered separately for each article and place of delivery. They should be endorsed "Proposals for Rations," Fuel, Forage, Supplies or Stationery," as the case may be, and addressed to MAJOR H. B. LOWRY, Quartermaster U. S. Marine Corps, Washington, D. C.

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Complete Outfits—\$125 and upwards.
Capacity of our \$125 outfit 1,500 to 2,000 Cans per day.

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ALSO
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To take charge of Factories.

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Cotton Seed Oil Mills

We are making various sizes from the Plantation Mills of 5 tons to the large city mill of 50 tons per day. Our mills have all the latest modern improvements in machinery, and produce the very best results. Send for circular.

CARDWELL MACHINE CO., Richmond, Va.

Steam Fire Engines

FOR SALE
One Hunsenman and one Button in first-class condition. Also all kinds of second-hand Engines and Boilers for sale cheap. For terms, prices, &c., address

Lowell Steam Boiler Works,
LOWELL, MASS.
Estimates given on New Work of every description.

For Sale.
Wood-Burning Locomotives.
 Standard Gauge—15 Engines, 25 to 30 tons; one 10-ton Baldwin-Forney. 3-ft. Gauge—10 Shay patent, 8 to 18 tons; two Porter 10 and 13 ton. Other Engines, cars and rails.
A. S. MALES & CO.,
 15, 16 and 17 Aetna Building, Cincinnati, O.

Textile Machinery
FOR SALE.
 Picking, Carding, Roving, Spinning, Spooling, Twisting, Reeling, Winding, Weaving and Finishing for Cotton and Woolen Mills. Very large stock to select from in our storehouses here, of over two acres of floorage.
JEREMIAH CLARK,
 Lowell, Mass. Office, 63 Dutton St.

Refrigerating Ice Machines FOR SALE.

We have for Sale two Refrigerating Machines, each rated at 15 tons cooling capacity, which we will SELL CHEAP. Only those acquainted with refrigerating or ice machines need apply.

E. H. WILSON & CO.
 222 & 224 South 3d St., Philadelphia, Pa.

FOR SALE. Foundry & Machine Shop, PATTERNS, &c.

1 1/4 acres of ground, centrally located in city. Ready established trade. Three railroads running within 50 yards. To be sold for a division, on account of the death of both partners. Full particulars will be furnished to enquiring parties by writing to

MURRAY & STEVENSON,
 P. O. Box 346. ANNISTON, ALA.

FOR SALE, In Petersburg, Va., to wind up the estate of the late W. H. Tappey, the IRON WORKS, Known as the "Southern Foundry."

Will be Sold on Reasonable Terms

These works are eligibly located and have been successfully run for forty years. Have a large Virginia and North Carolina trade. For particulars address

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 364 Washington St. PETERSBURG, VA.

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273 New and Second-Hand
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Chattanooga, Tenn.

Second-Hand Machinery Cheap.

1 56 in. x 20 ft. Engine Lathe.
 1 56 in. x 20 ft. Engine Lathe with end face-plate.
 1 60 in. Pulley-turning and Boring Lathe.
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 1 12 in. Vertical Slotter, Bement.
 1 37 in. Turret Head Chucking Machine. New.
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 1 Lincoln Pattern Milling Machine.
 1 Heavy Universal Milling Machine.
 1 8-Spindle Gang Drill.
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 Write us for what you want and send description of Machinery that you have to trade or sell.

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FOR SALE.
 Five Single Surfacers. Three Double Surfacers.
 Three eight-inch Matchers (four-sided).
 Two fourteen-inch Matchers (four-sided).
 Two twenty-four-inch Matchers (three-sided).
 ALL SECOND-HAND. Send for full list to
THE PREBLE MACHINE WORKS CO.
 38 & 40 W. MONROE ST., CHICAGO, ILL.

FOR SALE.
JAMES MURRAY & SON.
 One 40 H. P. Horizontal Steam Engine, (second-hand). One 60 H. P. Horizontal Tubular Boiler, (second-hand). New Engines and Boilers on hand and built to order. One S. H. Steam Pump, one S. H. Steam Hammer,
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For Sale—Planing Mill Outfit
 Complete, consisting of the following pieces:
 Engine, 60 horse-power.
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 One 24-in. four-side Power "Champion" Planer.
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 One 44-in. Power Re-Saw.
 One 7-in. H. B. Smith Outside Moulder.
 One Self-Feed Power Saw Bench.
 One Wood Frame Saw Bench.
 One Swinging Cut-off Saw.
 One Emery Stand with wheels.
 One 45-in. Boston Blower with exhaust pipes complete to connect with all shafting, pulleys, belting, bits and tools.
 All in perfect order and nearly new, having been run but one year. North Carolina boards or scantling will be taken in payment if desired. Address
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SECOND-HAND MACHINERY.
 1 Iron Planer, planes 10 feet long, 52x48 in.
 " " " " 5 feet " " 25x24 in.
 and other sizes also.
 1 Engine Lathe, 15 feet bed, 28 inch swing.
 " " " " 13 " " 21 " " "
 " " " " 12 " " 20 " " "
 " " " " 11 " " 19 " " "
 " " " " 8 " " 15 " " "
 " " " " 8 ft. bed, 20 in. swing, N.Y.S. E.
 Co. make, and various other sizes.
 1 20 inch Plain Drilling Machine.
 1 25 " " " " " " "
 1 Betts No. 1 Horizontal Boring Mill.
 1 15 in. Crank Shaping Machines, At order.
 1 6 1/2 in. Slotter, automatic feed.
 1 Pratt & Whitney Lincoln Millers.
 1 Pond Index Miller.
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 1 25 H. P. Lidgerwood Hoist'g Eng., cyl. 10x12 in.
 6, 8, 10, 15 and 20 H. P. Portable Hoisting Engines, single & double cyl. & drum. Comb'd & single.
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 30, 40 and 50 H. P. "Southwark" Aut. H. S. Eng.
 1 6 H. P. Baxter Engine and Boiler.
 1 2 H. P. Baxter Engine and Boiler.
 1 35 H. P. Locomotive Boiler, (50) 3 in. tubes.
 2 25 H. P. R. T. Boilers, 24"x10" (28) 3 in. tubes.
 50 Upright Tub. St'l Boilers, New. 4-40 H. P. Cheap
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Second-Hand Machinery in Good Order FOR SALE CHEAP.

Engine Lathes—36 in. x 20 ft.; 60 in. x 17 ft.; 48 in. x 15 ft.; 36 in. x 15 ft.; 24 in. x 15 ft.; 24 in. x 10 ft.; 24 in. x 8 ft.; 20 in. x 8 ft.; 24 in. x 6 ft.; 24 in. x 5 ft.; 24 in. x 4 ft.; 24 in. x 3 ft.; 24 in. x 2 ft.; 24 in. x 1 ft.; 24 in. x 1/2 ft.; 24 in. x 1/4 ft.; 24 in. x 1/8 ft.; 24 in. x 1/16 ft.; 24 in. x 1/32 ft.; 24 in. x 1/64 ft.; 24 in. x 1/128 ft.; 24 in. x 1/256 ft.; 24 in. x 1/512 ft.; 24 in. x 1/1024 ft.; 24 in. x 1/2048 ft.; 24 in. x 1/4096 ft.; 24 in. x 1/8192 ft.; 24 in. x 1/16384 ft.; 24 in. x 1/32768 ft.; 24 in. x 1/65536 ft.; 24 in. x 1/131072 ft.; 24 in. x 1/262144 ft.; 24 in. x 1/524288 ft.; 24 in. x 1/1048576 ft.; 24 in. x 1/2097152 ft.; 24 in. x 1/4194304 ft.; 24 in. x 1/8388608 ft.; 24 in. x 1/16777216 ft.; 24 in. x 1/33554432 ft.; 24 in. x 1/67108864 ft.; 24 in. x 1/134217728 ft.; 24 in. x 1/268435456 ft.; 24 in. x 1/536870912 ft.; 24 in. x 1/1073741824 ft.; 24 in. x 1/2147483648 ft.; 24 in. x 1/4294967296 ft.; 24 in. x 1/8589934592 ft.; 24 in. x 1/17179869184 ft.; 24 in. x 1/34359738368 ft.; 24 in. x 1/68719476736 ft.; 24 in. x 1/137438953472 ft.; 24 in. x 1/274877906944 ft.; 24 in. x 1/549755813888 ft.; 24 in. x 1/1099511627776 ft.; 24 in. x 1/2199023255552 ft.; 24 in. x 1/4398046511104 ft.; 24 in. x 1/8796093022208 ft.; 24 in. x 1/17592186044416 ft.; 24 in. x 1/35184372088832 ft.; 24 in. x 1/70368744177664 ft.; 24 in. x 1/140737488355328 ft.; 24 in. x 1/281474976710656 ft.; 24 in. x 1/562949953421312 ft.; 24 in. x 1/1125899906842624 ft.; 24 in. x 1/2251799813685248 ft.; 24 in. x 1/4503599627370496 ft.; 24 in. x 1/9007199254740992 ft.; 24 in. x 1/18014398509481984 ft.; 24 in. x 1/36028797018963968 ft.; 24 in. x 1/72057594037927936 ft.; 24 in. x 1/144115188075855872 ft.; 24 in. x 1/288230376151711744 ft.; 24 in. x 1/576460752303423488 ft.; 24 in. x 1/1152921504606846976 ft.; 24 in. x 1/2305843009213693952 ft.; 24 in. x 1/4611686018427387904 ft.; 24 in. x 1/9223372036854775808 ft.; 24 in. x 1/18446744073709551616 ft.; 24 in. x 1/36893488147419103232 ft.; 24 in. x 1/73786976294838206464 ft.; 24 in. x 1/147573952589676412928 ft.; 24 in. x 1/295147905179352825856 ft.; 24 in. x 1/590295810358705651712 ft.; 24 in. x 1/1180591620717411303424 ft.; 24 in. x 1/2361183241434822606848 ft.; 24 in. x 1/4722366482869645213696 ft.; 24 in. x 1/9444732965739290427392 ft.; 24 in. x 1/18889465931478580854784 ft.; 24 in. x 1/37778931862957161709568 ft.; 24 in. x 1/75557863725914323419136 ft.; 24 in. x 1/151115727451828646838272 ft.; 24 in. x 1/302231454903657293676544 ft.; 24 in. x 1/604462909807314587353088 ft.; 24 in. x 1/1208925819614629174706176 ft.; 24 in. x 1/2417851639229258349412352 ft.; 24 in. x 1/4835703278458516698824704 ft.; 24 in. x 1/9671406556917033397649408 ft.; 24 in. x 1/19342813113834066795298816 ft.; 24 in. x 1/38685626227668133590597632 ft.; 24 in. x 1/77371252455336267181195264 ft.; 24 in. x 1/154742504910672534362390528 ft.; 24 in. x 1/309485009821345068724781056 ft.; 24 in. x 1/618970019642690137449562112 ft.; 24 in. x 1/1237940039285380274899124224 ft.; 24 in. x 1/2475880078570760549798248448 ft.; 24 in. x 1/4951760157141521099596496896 ft.; 24 in. x 1/9903520314283042199192993792 ft.; 24 in. x 1/19807040628566084398385987584 ft.; 24 in. x 1/39614081257132168796771975168 ft.; 24 in. x 1/79228162514264337593543950336 ft.; 24 in. x 1/158456325028528675187087900672 ft.; 24 in. x 1/316912650057057350374175801344 ft.; 24 in. x 1/633825300114114700748351602688 ft.; 24 in. x 1/1267650600228229401496703205376 ft.; 24 in. x 1/2535301200456458802993406410752 ft.; 24 in. x 1/5070602400912917605986812821504 ft.; 24 in. x 1/10141204801825835211973625643008 ft.; 24 in. x 1/20282409603651670423947251286016 ft.; 24 in. x 1/40564819207303340847894502572032 ft.; 24 in. x 1/81129638414606681695789005144064 ft.; 24 in. x 1/162259276829213363391578010288128 ft.; 24 in. x 1/324518553658426726783156020576256 ft.; 24 in. x 1/649037107316853453566312041152512 ft.; 24 in. x 1/1298074214633706907132624082305024 ft.; 24 in. x 1/2596148429267413814265248164610048 ft.; 24 in. x 1/5192296858534827628530496329220096 ft.; 24 in. x 1/10384593717069655257060992658440192 ft.; 24 in. x 1/20769187434139310514121985316880384 ft.; 24 in. x 1/41538374868278621028243970633760768 ft.; 24 in. x 1/83076749736557242056487941267521536 ft.; 24 in. x 1/166153499473114484112975882535043072 ft.; 24 in. x 1/332306998946228968225951765070086144 ft.; 24 in. x 1/664613997892457936451903530140172288 ft.; 24 in. x 1/1329227995784915872903807060280344576 ft.; 24 in. x 1/2658455991569831745807614120560689152 ft.; 24 in. x 1/5316911983139663491615228241121378304 ft.; 24 in. x 1/10633823966279326983230456482242756608 ft.; 24 in. x 1/21267647932558653966460912964485513216 ft.; 24 in. x 1/42535295865117307932921825928971026432 ft.; 24 in. x 1/85070591730234615865843651857942052864 ft.; 24 in. x 1/170141183460469231731687303715884105728 ft.; 24 in. x 1/340282366920938463463374607431768211456 ft.; 24 in. x 1/680564733841876926926749214863536422912 ft.; 24 in. x 1/1361129467683753853853498429727072845824 ft.; 24 in. x 1/2722258935367507707706996859454145691648 ft.; 24 in. x 1/5444517870735015415413993718908291383296 ft.; 24 in. x 1/10889035741470030830827987437816582766592 ft.; 24 in. x 1/21778071482940061661655974875633165533184 ft.; 24 in. x 1/43556142965880123323311949751266331066368 ft.; 24 in. x 1/87112285931760246646623899502532662132736 ft.; 24 in. x 1/174224571863520493293247799005065324265472 ft.; 24 in. x 1/348449143727040986586495598010130648530944 ft.; 24 in. x 1/696898287454081973172991196020261297061888 ft.; 24 in. x 1/1393796574908163946345982392040522594123776 ft.; 24 in. x 1/2787593149816327892691964784081045188247552 ft.; 24 in. x 1/5575186299632655785383929568162090376495104 ft.; 24 in. x 1/11150372599265311570767859136324180752990208 ft.; 24 in. x 1/22300745198530623141535718272648361505980416 ft.; 24 in. x 1/44601490397061246283071436545296723011960832 ft.; 24 in. x 1/89202980794122492566142873090593446023921664 ft.; 24 in. x 1/178405961588244985132285746181186892047843328 ft.; 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TRADE NOTES.

AMONG the recent very convenient and useful inventions is the Willer sliding blind, manufactured by William Willer, Fourth and Cedar streets, Milwaukee, Wis. Architects and builders will find these blinds very convenient and useful articles, and particularly acceptable in new and well-planned houses. Circulars and catalogues can be had upon application to Mr. Willer.

THE Menasha Wood Split Pulley Co., of Menasha, Wis., had orders last week for their hickory pulleys from Furrington Brick Co., Blue Island, Ill.; Amos Kent Brick Co., Kentwood, La.; Lees, Bartley & Co., Altoona, Pa.; Lodge & Davis Machine Tool Co., N. Y.; Laney Lumber Co., Sayola, Mich.; Guernsey Refrigerator Co., Oskosh; Stickney Shoe Co.; North Athens Cotton Mills, Athens, Tenn.

THE Blakeslee Manufacturing Co., Du Quoin, Ill., report the following among recent shipments: Steam pumps to St. Louis, Mo.; Harrisburg, Ill.; Chicago, Ill.; Chandlerville, Ill.; Carbondale, Ill.; Chattanooga, Tenn.; Lincoln, Neb.; San Antonio, Texas; and Jackson, Tenn.; 4 tank pumps and boilers for railroad in Mexico; jet pumps to New Orleans, La.; Richmond, Va.; Philadelphia, Pa.; Kansas City, Mo.; Indianapolis, Ind.; Cincinnati, Ohio.

GRANT C. MCNEIL, of Akron, Ohio, manufacturer of steel wheelbarrows, balanced charging barrows, etc., informs the MANUFACTURERS' RECORD that he has just filled orders for his barrows from Maryland, Alabama, Texas and New Mexico, and has sent dumping barrows to Galveston, Texas, for boiler-room use, for which these barrows are particularly adapted. In order to accommodate his increasing business he is doubling the capacity of his works.

GEORGE DRAPER & SONS, of Hopedale, Mass., manufacturers of cotton manufacturing and other machinery, call attention to their burnished spinning rings. They have manufactured the double spinning ring for 21 years, but have recently introduced a method of burnishing the ring before using, instead of leaving the work for the traveler to do, as is now the case; thus time and money are both saved. This is a matter that will interest cotton manufacturers, and they are invited to send for a trial lot of the new rings.

BAND SAWS FOR CUTTING OUT MEN'S PANTS.—The band saw is becoming more popular every day, and new uses are found for it from time to time. The Egan Co., of Cincinnati, Ohio, U. S. A., are called upon to adapt it to purposes seldom thought of. A short time since the U. S. Surgical Bureau at Washington, D. C., requested one arranged to saw human skulls and bones. It was a success. Recently this same firm devised a band saw to cut out men's pants from jeans and wool cloth; this it does without fraying the edges in any way, making a clean and rapid cut. What next?

A PROSPECTUS of any town does more harm than good unless it is a really good one. The Brunswick (Ga.) Daily Times knew this and acted accordingly in issuing its midwinter number, entitled "Brunswick, Ga." The Times is a "hustler" that it would be well worth the while of most of the dailies in the South to pattern after, and few dailies have issued a more creditable local advertising pamphlet than this one by the Times. It tells all about Brunswick and its advantages, describes the enormous expansion of its commerce, explains the growth of the city and dips into speculation as to what it will be in 1900. The work is first-class and the illustrations excellent. The Times and Brunswick are both to be congratulated.

THE people of Wytheville, Va., are about to build a cotton mill and wish to correspond with some competent man with \$5,000 or so who will take the management. Full particulars can be had by enquiring of W. H. Spiller, Wytheville, Va.

THE April, 1890, catalogue of the Trevor Manufacturing Co., Lockport, N. Y., manufacturers of handle machinery, is at hand. It describes and illustrates the various machines made by this company for turning handles in infinite variety, and preparing the stock from the log. These machines include the perfection gauge lathes, axle-handle and spoke lathes, rod and dowel machines, handle boring and topping machines, drag saw machines, short log saw mills, chucks, chuck arbor and frame, tumbling machines, etc. Every wood-worker should send for a copy of this catalogue.

THE Industrial Light Co., Temple Court, New York city, send out a neat, illustrated catalogue of their Lucigen lights. These lights are thoroughly safe and have immense illuminating power. They are constructed on the atomizer principle, air being compressed at from 10 to 30 pounds. A light of 1,000 candle-power uses a gallon or less of oil per hour, and either crude or refined petroleum can be used. The lights will burn in a gale of wind or in a rain-storm, and are made both portable and stationary. The chief claims for these lights are their safety, quality and quantity of light, economy of first cost and of maintenance, and simplicity of manipulation.

JOHN L. WHITING & SON, of Boston, are the leading brush manufacturers of the United States, and their great six-story brick factory building, at the corner of High and Perchase streets, in Boston, has probably the capacity of any other four establishments combined. It has a floor surface of 60,000 square feet, and is complete in all its appointments. The old brush makers assumed that the process in use in the manufacture of staple brushes had been stereotyped, and that further improvements were almost impossible, but, notwithstanding this, Mr. Whiting has effected radical improvements by bringing into use ingenious machinery and original processes, which had materially reduced the cost of nearly all the lines of staple brushes. They have received many first medals in contests with the brush makers of the old and new worlds, including two gold medals at the Massachusetts Mechanical Association and the Centennial Exposition.

OFFICE,
NO. 226 GREENWICH STREET.

E. J. WOOD, ESQ.

NEW YORK, February 21st, 1890.

Dear Sir—Referring to your inquiry as to the running of the engine, boiler and other machinery put into the building, No. 19 Hudson Street, New York City, by you I find that you have made a saving in fuel of about 66 per cent. The cost of running for fuel was \$55 and now is \$17. We are much pleased with the change and you have our permission to refer to us at any time. Yours truly,

A. O. HIGHAM.

JACQUES KAHN,
IMPORTER AND MANUFACTURER OF
FRENCH MIRROR PLATES AND VENETIAN CRYSMATIC GLASS,
27, 29 AND 31 BLEECKER STREET.

NEW YORK, February 6th, 1890.

MR. E. J. WOOD, 243 Broadway, New York.

Dear Sir—It affords me pleasure in stating that the engine and machinery, which you have furnished and set in my building has unquestionably given, thus far, better satisfaction than any I have ever seen or used. Should you have occasion you may at any time refer to me and I shall be pleased to show its merits to anyone you may choose to send to investigate. Yours truly,

(Signed) JACQUES KAHN.

OFFICE OF BOETTGER & HINZE, SILK FINISHERS,
NO. 32 MERCER STREET.

NEW YORK, April 7th, 1889.

MR. E. J. WOOD, 243 Broadway, City.

Dear Sir—Answering your inquiry as to the success of our steam plant, erected by you, we would say that the whole of the work is more than satisfactory, it is successful beyond our highest anticipations in first costs, steadiness of power, and economy of fuel. We take pleasure in being able after several months running to say that the plant is complete in every particular, and will be pleased to have you refer to us.

Yours respectfully,

(Signed) BOETTGER & HINZE.

HARRISON SAFETY BOILERS.
Combine Maximum Safety, Economy of Fuel, Durability.
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RICHMOND, VA.

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GENERAL OFFICE—1105 Main St., Richmond, Va.

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Ice-Making and Refrigerating Machinery
ON THE COMPRESSION PLAN.

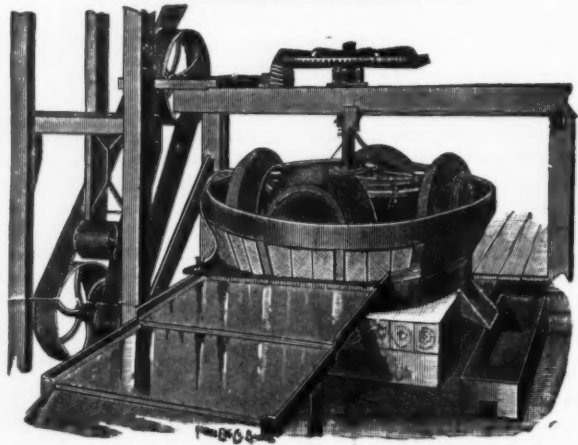
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WISWELL Ore Pulverizer and Amalgamator COMBINED.



The following testimonial from Mr. Marsden, of the firm of Farrel & Marsden, manufacturers of Stone Breakers and Ore Crushers, Ansonia, Conn., speaks volumes for the Wiswell Mill:

Wiswell Electric Mining Machinery Co.:

GENTLEMEN—After carefully inspecting your mill and seeing it in operation, I do not hesitate to say that it is one of the best, if not the best pulverizer and most complete gold-saving machine I have ever seen. Please accept congratulations for your success.

S. L. MARSDEN.

WE FURNISH A COMPLETE MILL FOR \$2,500, DELIVERED ON BOARD CARS.

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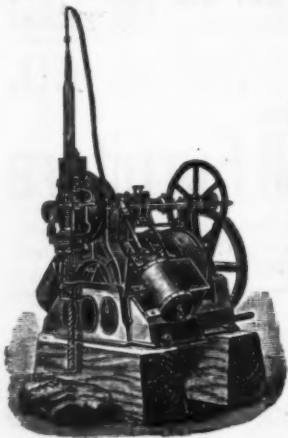
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ALL DRILLS SOLD WITHOUT RESTRICTIONS.

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Drums from 2 Feet to 25 Feet in Diameter.

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Slide Valve and Straight Line Engines,
Eclipse Rock Drills, Air Compressors,
Channeling and Quarrying Machines.

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No. 138 Jackson Street,

Write for what you want. CHICAGO.

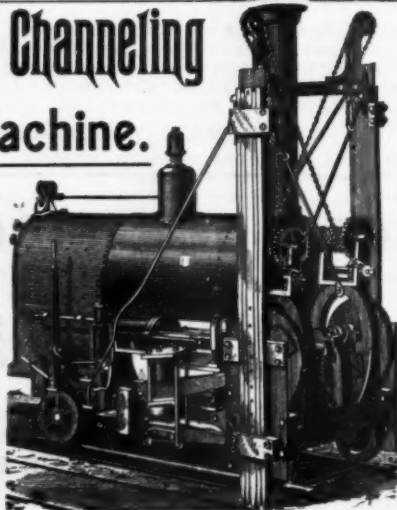
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THE Wardwell Stone Channeling AND Quarrying Machine.

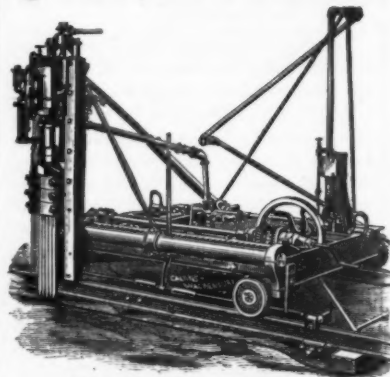
WILL pay for itself in a short time in reduced cost of getting out Stone. Has no equal for efficiency and economy of operation. Pronounced by those who have used it the best machine for the purpose in the world. Send for illustrated catalogue, with full descriptions and letters from parties now using the machines.

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SULLIVAN STEEL GANG CHANNELER.

Adapted in design and construction to do rapid work, with high economy of steam and few repairs, and with the greatest ease and convenience of operation.

Diamond Channelers,
Steel Channelers,
Diamond Gadders,
Diamond Prospecting Core Drills.

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**DIRECT ACTING
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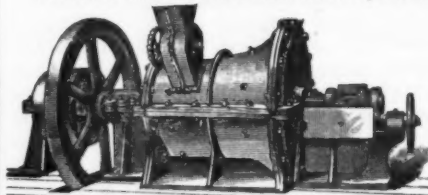
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Pulverizes from 10 to 160 mesh fineness; and has a capacity of 1 to 3 tons per hour.



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June 9, 1885.

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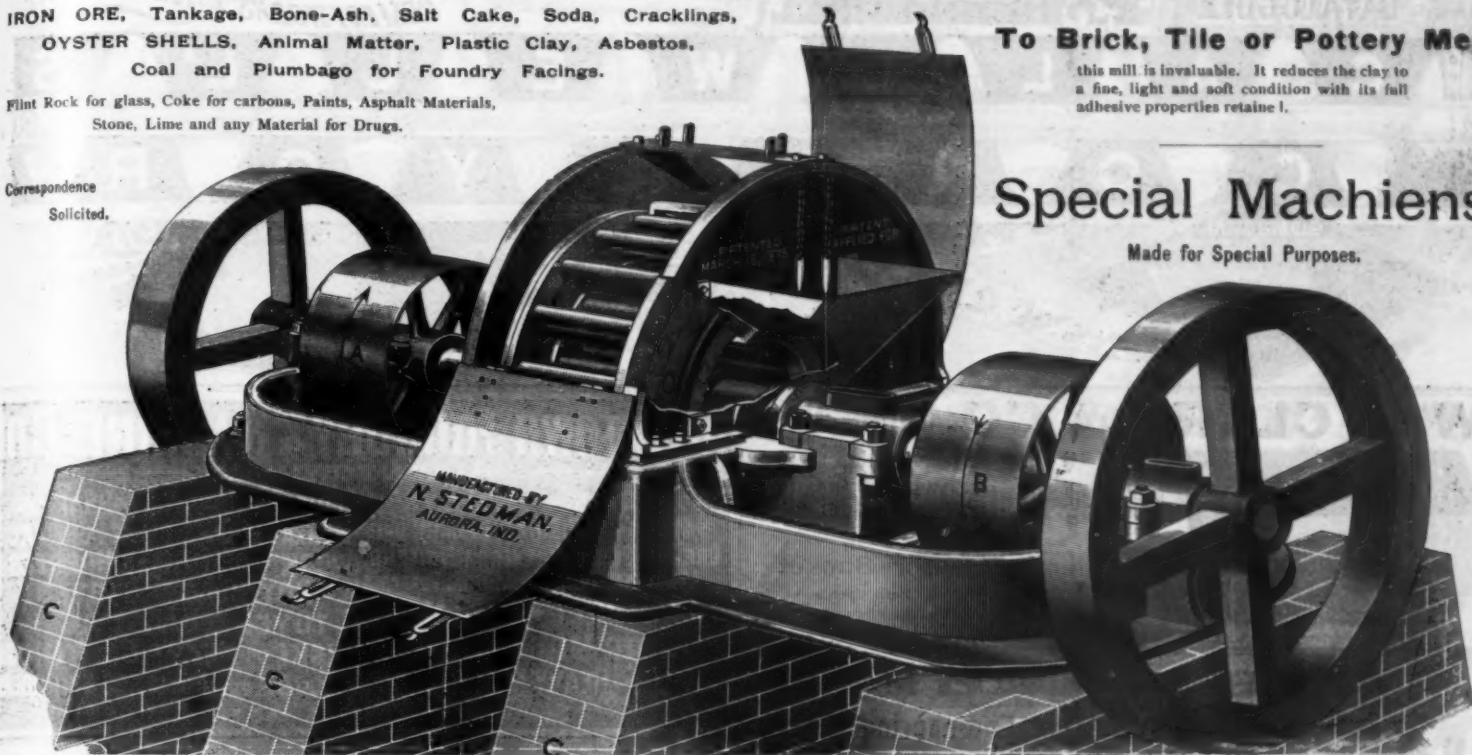
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this mill is invaluable. It reduces the clay to a fine, light and soft condition with its full adhesive properties retained.

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A good Disintegrator and Pulverizer is a long-felt want in many branches of business. This Mill is an improvement over any yet made and is the result of practical experience. It is made in three sizes—34, 40 and 48 inches. The capacity for clay is as follows: 34-inch Mill will pulverize for from 15,000 to 25,000 brick per day; 40-inch Mill will pulverize for from 20,000 to 35,000 brick per day; 48-inch Mill will pulverize for from 75,000 to 100,000 brick per day. For prices and further information address

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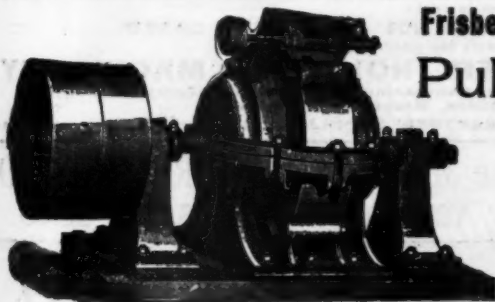
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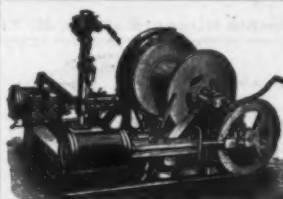
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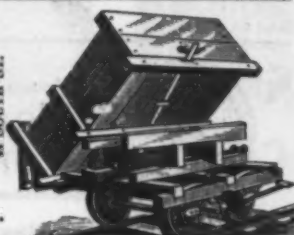
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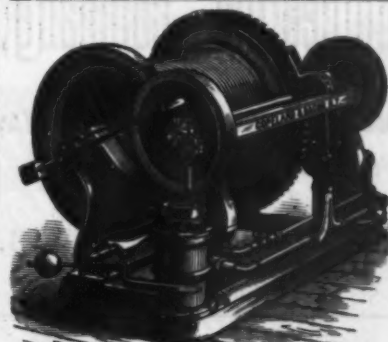


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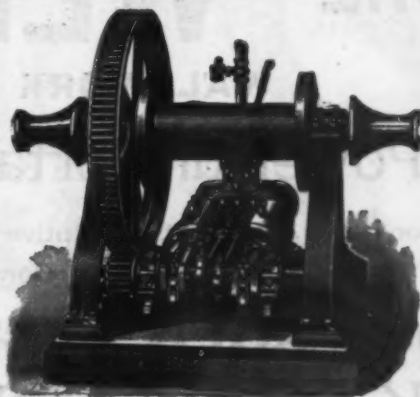
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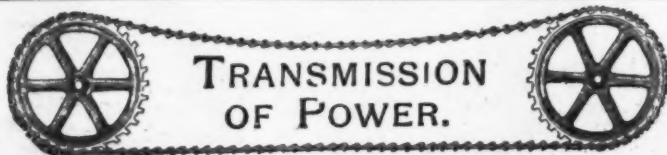
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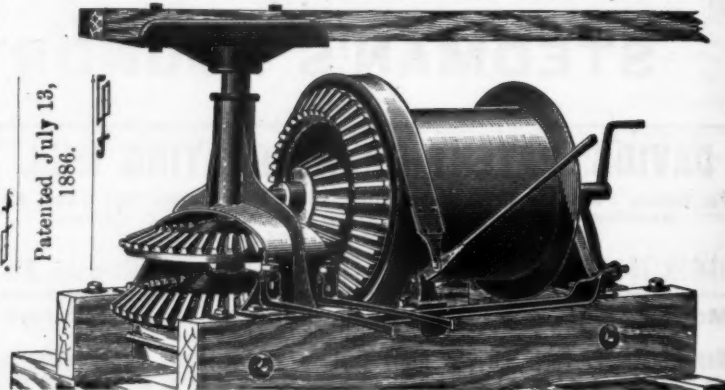
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AN IMPROVED HORSE POWER HOISTING MACHINE, with a combination
 of fast and slow speed. With fast speed a horse will lift 1,000 to 1,500 lbs. on a single line at a speed
 of 60 feet per minute, and with a single block 3,000 lbs. 40 feet per minute. With the slow speed a weight of
 1 1/4 tons with a single line, and with a single block 3 tons; with two single blocks 5 tons; with double and
 single blocks 7 tons. The speed single line 30 feet per minute, with single block 15 feet per minute.
 In this combination of gears the user has the advantage of two machines embraced in one, with a saving
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SPECIAL PERFORATIONS FOR COTTON SEED OIL MILLS, RICE MILLS, ETC. MACHINERY AND ROASTING CLEANING COFFEE

SELDOM EQUALLED

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TRADE NOTES.

LOCKWOOD, GREENE & Co., mill architects and engineers, 131 Devonshire street, Boston, are making plans and specifications for a new factory to be built at Hyde Park, Mass., are furnishing plans, specifications, &c., for the cotton yarn mill to be erected at Cra fordsville, S. C., by Harris & Dillard, of Spartanburg, S. C.; also for the Carolina Mills Co., of Carolina, R. I., which are about to erect a new weaving building, and they have made plans for the plant of buildings for the Carolina Fibre Co., of Hartsville, S. C., for the manufacture of sulphite pulp.

A RAPIDLY growing business in the South is that of quarrying granite, marble and other stone. To carry on this business successfully and economically high-grade machinery is necessary. People already engaged in quarrying or contemplating undertaking it will find the catalogue issued by the Steam Stone Cutter Co., of Rutland, Vt., proprietors and sole manufacturers of the Wardwell stone channeling and quarrying machine, very interesting. This machine is used in the Vermont marble quarries and is invaluable in working up rich grades of fine stone. The catalogue illustrates the machine well and thoroughly describes it. Many favorable testimonials are given from all parts of the country by users of these machines.

LAREDO, THE GATEWAY TO AND FROM MEXICO, is the title of a handy little pamphlet issued by the Laredo Improvement Co. We would like to quote extensively from it, but refrain, as the MANUFACTURERS' RECORD will soon tell in detail all about this wonderful place. This pamphlet well describes what Laredo is, and what it inevitably must grow to be, with such energetic men at the fore as are pushing it. The leading captions in the pamphlet are: Laredo the gateway, railroad facilities, commercial resources, coal fields, a great manufacturing site, enterprises constructing and organizing, to capitalists, agricultural possibilities, two crops annually, cotton, sugar, fruit, flowers, climate, etc. Every person interested in the growth of the South and its marvellous progress will want to send to the Laredo Improvement Co. for a copy of this pamphlet.

THE Wenstrom Consolidated Dynamo & Motor Co. of Baltimore, Md., has been recently organized with E. L. Tunis, president, and Messrs. Enoch Pratt, D. D. Mallory, Robert Rennett, Gen. F. C. Latrobe, Gov. E. E. Jackson and ex-Gov. James B. Groome as the directors, with a capital stock of \$1,000,000, for the purpose of manufacturing and selling dynamos and motors for street cars and doing a general electrical business. They have purchased the patent rights of Jonas Wenstrom, of O.ebro, Sweden, for his dynamos and motors for the United States, and are in the market without fear of competition. A number of these machines have been put in actual operation and in every case have not only given entire satisfaction, but have far exceeded anything claimed for them. Some of the advantages claimed are its peculiar shape and construction, which is a radical departure from the usual form of dynamos and motors generally in use, embodying simplicity, compactness, durability and cheapness; a new departure in the construction of the armature, which permits a closer contact with the field magnets, thereby utilizing the electrical force wasted by the old-fashioned machines, a waste which is made up by them only through a highly increased rate of speed, but greatly at the expense of power and of injury to the dynamo or motor, while these machines attain better results at a very low speed with great saving of power and wear.

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NEW AND IMPROVED
HOT BLAST CUPOLA,
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Smokeless and Automatic Feed
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Correspondence solicited for
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Send for circular and prices. Every hoist warranted.

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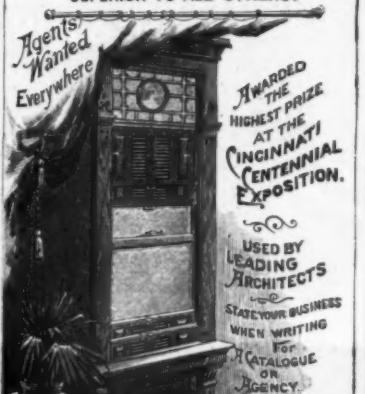
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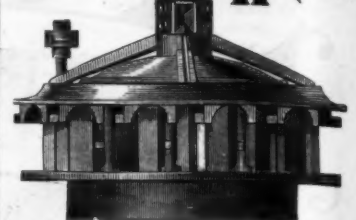
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ARE the STANDARD PAINTS FOR STRUCTURAL PURPOSES, and are composed of pure linseed oil and the highest grade of pigments. They are prepared ready for use, in newest shades and standard colors, and, on account of their purity and great covering properties, they are the MOST DURABLE and ECONOMICAL PAINTS ever produced. One gallon will cover from 250 to 275 square feet, two coats.

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Empire and Western Portable Forges.



These Forges have won their way against competition by their superior quality. They are in use among the Nations of the Globe. They are Heavy, Strong and Durable, and without Dead Centres or Back motion.
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REPRESENTING
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surance Co. of N. Y.

TO INVESTORS

I desire to call the attention of capitalists and others, desiring a good investment, to the excellent opportunity I now offer them for investing in some of the finest Mineral and Timber Lands in Southwest Virginia and West Virginia. These lands are located chiefly on the N. & W. R. R. via the Clinch Valley to Big Stone Gap, and on the extension via the Elk Horn to the Ohio River. I have also at my disposal, located as above, large bodies of Timber, such as Walnut, Poplar, Oak of every variety, Hickory, etc., which I will sell without the land on very favorable terms.

The poplar timber is located as follows: 40,000 trees in Pike county, Kentucky; 30,000 in Buchanan county, Virginia; 25,000 in Russell and Tazewell counties, Virginia. 70,000 of these trees are in easy access to floating waters, which will float them to Catlettsburg, Ky. 25,000 are in close proximity to the Clinch Valley Division of the Norfolk & Western Railroad. This timber is of superior quality, carefully selected, and owner has a perfect title to the same, which he will guarantee.

In addition to the above I have some of the most desirable Residence and Business Lots in the new and thriving towns of Bluefield and Graham. Located at the junction of the Clinch Valley Division of the N. & W. R. R. and its various branches leading into the immense coal fields of West Virginia, they promise to be among the most important towns on the N. & W. system, and are destined to become one town in the near future. Correspondence respectfully solicited.

JOSEPH TYLER,
Real Estate & Insurance Agent,
BLUEFIELD, W. VA.

GEO. T. McWHORTER, Pres., Chickasaw, Ala.
JAS. M. ALLEN, Secretary, Waterloo, Ala.

Capital Stock \$200,000.

THE WATERLOO Land, Mining & Mfg. Co. WATERLOO, ALA.

(Lauderdale Co.)

Will encourage the location of manufacturing and industrial enterprises in the town of Waterloo by donations of town lots, mineral and timber lands, and stock of the company. Persons who contemplate engaging in enterprises of this character in North Alabama are requested to consider the advantages, present and prospective, of this point before deciding to locate elsewhere. Waterloo is situated on the north bank of the Tennessee river, below Colbert Shoals and consequently at the head of summer navigation on said river. During low-water stage light draft steamers run from Waterloo to Florence, Sheffield and other points above the shoals, freight being transferred at Waterloo. At this season goods may be billed from St. Louis, Cincinnati, Louisville, Evansville and all Western river cities to Waterloo cheaper than any other town in Alabama (Chickasaw excepted). Waterloo is in the heart of the mineral belt, the immense beds of iron ore of Wayne and Lauderdale counties lying in close proximity (5 to 10 miles). Limestone, silica and kaolin are abundant and close. The largest area of virgin forest in North Alabama lies in sight. The Land Company owns large bodies of this, together with many valuable town lots. The water supply is abundant and pure. Scores of springs bubble up within the town limits and the limpid waters of Second Creek wash the eastern border. The health of the community is unexcelled and the cost of living cheap. This is the largest shipping point for tan bark in the State. Present price of bark at landing \$4.50 per cord. Special facilities for tanning leather. The Land Company will donate a large body of fine timber and mineral land in a block to secure the construction of a railroad, north or east from Waterloo, such a road being needed in connection with the unequalled facilities of water transportation enjoyed by the town. Liberal aid will be given to persons who will locate industries here that give employment to labor and add value to raw material.

No matter what you intend to manufacture, consult the Waterloo Land, Mining & Manufacturing Co. and learn what facilities for the prosecution of your business the place enjoys and what inducements will be offered you to come. All questions truthfully and fairly answered. For further information consult the President, Secretary or Hon. Hiram Richardson, Vice-President, Waterloo, Ala.

SUMTER

South Carolina,

is situated in Sumter county, midway between Florence and Columbia—40 miles from each—95 miles from Charleston, 125 from Augusta, Ga., and 136 from Wilmington, N. C., in the heart of an

EXCELLENT AGRICULTURAL COUNTRY.

It is on the Wilmington, Columbia & Augusta Railroad, and is the terminus of the Central of South Carolina as well as present terminus of the Eutawville Railroad, which is in course of construction to connect with railroads from Norfolk, with prospects of another in the near future.

It has a rapidly-increasing population, which at present numbers about 4,000.

ITS HEALTH IS UNSURPASSED

and it is one of the finest locations in the South for a

Winter Resort

for those seeking refuge from the cold blasts of the North.

A \$50,000 HOTEL is now under discussion, and any reliable hotel man who would like to engage in the undertaking can learn of something to his advantage by addressing Mayor Mood.

ICE FACTORY

is wanted; an Electric-Light Plant is now being put in, and Water Works are in progress. Those seeking locations for

HOMES

or business will do well to correspond with the people of Sumter.

OXFORD, N. C.

The Capital of Granville County. Situated on three railroads, to which a fourth is in process of construction.

THE COSMOPOLITAN TOWN OF THE SOUTH

Invites immigration to her hospitable borders.

A family living in Oxford educates boys and girls at home and never flees to the mountains or coast in summer to escape malaria, thus saving thousands to the head of the family.

Mark well its points.
POINTS.—It was founded in 1770 by Jesse Benton, father of Hon. Thomas H. Benton, yet it is the newest town in the State, having twice doubled its population in past 10 years.

EDUCATIONAL.—It has a large military school and two excellent female colleges, one daily and three weekly papers.

FINANCIAL.—Its taxable property is about \$2,000,000, its population 4,000. It has opera and market house, two excellent banks with ample capital.

INDUSTRIAL.—It sells eight million pounds of tobacco a year in five mammoth brick warehouses; has four extensive tobacco factories, forty or more leaf factories, two iron foundries, three carriage factories, sash and blind factory, electric-light plant, four hotels, a broom factory, steam flouring mill, cigar factory. The noted Kimball Tobacco Company, of Rochester, N. Y., after surveying the whole tobacco field, selected Oxford as a spot to locate its North Carolina business, and are about to erect a third mammoth building.

RELIGIOUS.—Four churches in its midst.
CHARITABLE.—It boasts of the Oxford Orphan Asylum, two hundred and fifty children well cared for; also lodges of Odd Fellows and Masons.

CLIMATE.—It furnishes that equable climate that delights denizens of the North. Annually hundreds come to kill quail in its adjacent fields, or seek health from its pure hilly air and mountain water. It has no chills and fever, no malaria no epidemics.

ITS BACK COUNTRY AND FUTURE.—Minerals in great richness and abundance fill the soil of Granville. Copper, iron, gold and silver abound. Capitalists from New York and Pennsylvania and elsewhere are working the mines to great advantage. Its farmers make that smooth, bright, waxy tobacco that only the generous soil of Granville vouchsafes to man—tobacco that improves, like old wine, with age, and is shipped with impunity through the humidity incident to an ocean voyage; and that caused Count Bunsen to exclaim that Granville county tobacco was "the finest on earth, free of nicotine." These tobaccos are the highest priced to be found anywhere, bringing often \$1.00 per pound in the leaf. Nestled in the hills of Granville, a very Arcadia, and ideal home among people busy, yet having hearts, awaiting with open arms the coming citizen. Riots are unknown, and there are no race problems to solve.

ACCESSIBILITY.—Oxford is only two hours from Raleigh, four hours from Richmond, Va., and five hours from Norfolk, Va. For further information address the Secretary of the Commonwealth Club, Oxford, N. C.

TAX EXEMPTION

—FOR—

MANUFACTURERS.

An Ordinance to abate for ten years from the 1st day of July, 1889, under certain conditions, the personal taxes on mechanical tools and implements used in manufacturing within the limits of the city of Norfolk, Va.:

WHEREAS, the geographical situation of the City of Norfolk, its convenient and commodious harbor, the ample means of transportation tributary to it, the abundant supply of lumber, coal, iron, cotton and other materials easily accessible, and its other natural and acquired advantages, offer superior inducements to manufacturing and other business enterprises, and whereas the city is desirous of fully developing and utilizing these advantages and, to that end, of encouraging the investment of capital in, and the establishment of various manufacturing enterprises within its limits or immediate vicinity, therefore,

SEC. 1. Be it ordained by the Select and Common Councils that the Finance Committee of the Councils be, and it is hereby authorized and directed upon the application of any individual, firm or corporation, actually engaged in the business of manufacturing in the city of Norfolk, to abate any and all personal taxes which may be levied hereafter for any of the corporate uses thereof upon any mechanical tools or implements, whether worked by hand or by steam or other motive power, or upon any machinery, manufacturing apparatus or engines owned by such individual, firm or corporation, and actually employed and used in the business of manufacturing in said city; provided always, that such application for an abatement of taxes in any year shall be made before the annual levy is made by the Commissioner of the Revenue, and provided also that every application for such abatement shall be verified to the satisfaction of said Finance Committee by the oath of the party applying for the same or other satisfactory evidence, and provided further that no abatement or exemption shall be made under this ordinance until a manufacturing enterprise or business, in which shall be actually invested a capital of not less than \$25,000, and which is not at present established or carrying on business within the limits of the city of Norfolk, shall be established within such limits.

SEC. 3. And be it further enacted and ordained that nothing herein contained shall be construed to authorize any abatement of taxes levied upon property assessable and taxable as real estate.

SEC. 4. And be it further ordained that this abatement or exemption shall extend for the space of ten years from 1st of July, eighteen hundred and eighty-nine.

SEC. 5. This ordinance shall be in force from its passage.

Adopted as amended by the Select Council November 12, 1889.

(Signed) FRANK MORRIS,
President Select Council.

Adopted by the Common Council December 3d, 1889.

(Signed) H. HODGES,
President Common Council.

A true copy.
W. W. HUNTER,
City Treasurer.

Manufacturers!

We offer cash subscription and free site in most desirable location on the New Belt Line Railway to Industrial Enterprise.

POLLARD BROS. & WILKINSON,
89 Main Street, Norfolk, Va.

To Those Looking For MANUFACTURING SITES IN THE SOUTH

The most desirable locations in the South for manufacturing wagons, stoves, agricultural implements, furniture, or for foundries, machine shops, rolling mills, muck bar mills, nail works, glass works, cotton or woolen mills, and tanneries, are to be found in Virginia along the line of the Norfolk & Western Railroad from Norfolk to Bristol, and upon its branch lines. Hard wood of every variety; pig iron from the furnaces at Lynchburg (2), Roanoke (2 in operation and 1 now under construction), Pulaski (1), Ivanhoe (1), Radford (1, to be built in 1890), Salem, Graham Max Meadows and Bristol (1 at each point now under construction), bar iron from the rolling mills at Roanoke, Lynchburg and Richlands (1 to be built in 1890); coke and semi-bituminous coal from the Pocahontas Flat Top field; superior gas coals from the mines on the Clinch Valley Extension; glass sand from Tazewell county; cotton from the markets of the Southern States, and wool from all the Western and Southwestern States and Territories at advantageous freight rates. Favorable freight rates made upon raw materials to all factories established upon its line, as well as to points in the United States and Territories upon the manufactured articles.

Those seeking new fields for manufacturing establishments should not fail to investigate the wonderful development of iron, coal and coke industries that has been made within the past five years along the line of the Norfolk & Western Railroad, and the advantages offered by the State of Virginia in the supply of cheap raw materials; by the Norfolk & Western Railroad in the matter of freight facilities and rates upon raw materials and for reaching home, far distant and foreign markets, and by the cities and towns along its line in the way of advantageous sites at moderate cost. Many of the cities and towns exempt manufacturing establishments from taxation for a series of years.

For further information as to freight rates and sources of supply of raw materials, apply to A. Pope, General Freight Agent, Roanoke, Va., or to

CHAS. G. EDDY,
Vice-President, Roanoke, Va.

RADFORD, VA.

Town Lots, Mineral, Timber and Farm Lands.

We have many large and small tracts. Iron Ore, Coal, Glass, Sand, Marble, Building Stone, and Several Mineral Springs, of Wonderful Curative Properties.

The best of farming and grazing lands. No malaria. No mosquitoes. Salubrious climate. Gorgeous scenery. Water power unlimited. Factory sites donated. Property at first hands, so get in on "rock bottom." Write to or call on

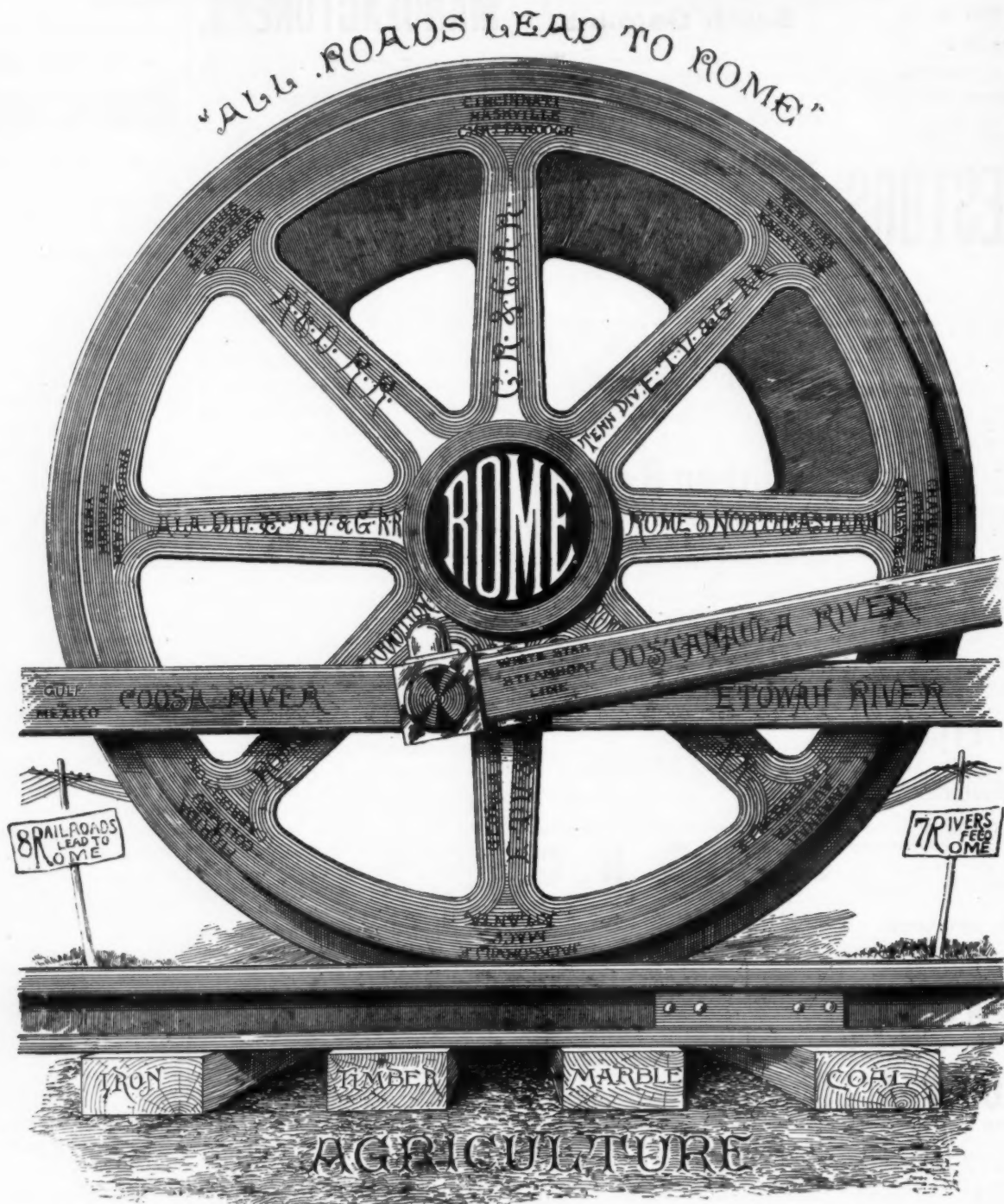
BARCLAY & CROCKETT,
The leading Real Estate Agents of Southwestern Virginia, RADFORD, VA.

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Annual Commerce \$12,000,000.

GEORGIAA
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Thirty-Five Prosperous Manufacturing Enterprises.



The Queen of a Mineral and Agricultural Empire.

BUY A HOME IN ROME

An Organized Enterprising Community [15,000 population] with the finest of climates all the year and purest water. Magnificent Hotel.

The property of the NEW ROME LAND COMPANY is indispensable to the future growth of Rome. The handsomest homes recently built are in this section of the city. High above flood tide. Eight miles of horse and steam city railroads in operation.

Sale of Lots May 14th, 15th and 16th.**SPECIAL RATES ON RAILROADS.**

Watch next issue Manufacturers' Record.

J. A. HOOVER,
P. O. Building, MORRISTOWN, TENN.

Real Estate Agent.
Lands bought and sold on commission.

SEATTLE

The "Queen City" and Metropolis of the New State of Washington. For Illustrated Descriptive Matter write to the Leading Real Estate and Financial Brokers, Seattle.

Crawford & Conover

JOE H. BUSBEY

REAL ESTATE

—AND—

Investment Agency,

TREDEGAR

(P. O. Jacksonville, Calhoun County, Ala.)

Correspondence solicited.

**A Rich Copper Mine
TO LEASE.**

We, the undersigned, will receive written proposals from now until the 20th May, 1890, for the purpose of leasing what is known as the

**OLD TENNESSEE SCHOOL
PROPERTY,**

containing 640 acres of land in the
Famous Ducktown Copper Belt,
for a term not exceeding 25 years to the highest and best bidder for mining purposes. Said copper mine lies within 1/4 mile of the Knoxville Southern Railroad; has excellent water power sufficient to run any kind of machinery, and has been successfully operated from 1850 to 1880 under many disadvantages, as the copper was then hauled in wagons 40 miles to railroad. The mine consists chiefly of "Black Copper," which assays a good per cent., easily mined, and contains a large quantity of sulphur and other minerals and acids. We invite inspection. Address all communications to

E. M. KILPATRICK,
JAMES SPARGO,
D. C. McKAY, } Township
Commissioners.
Ducktown, Polk county, Tenn.

A Rare Chance for Investors.

**FIFTY THOUSAND ACRES OF MINERAL, TIMBER AND COAL
LANDS FOR SALE** in Virginia and West Virginia. For particulars apply to

WM. LOGAN & CO., Mineral Lands, Salem, Va.

HOTEL LUCERNE

J. HARRY CHAPMAN, Proprietor, Maj. J. P. LONGLEY, General Manager.

SALEM, VA.

SPECIAL ATTENTION PAID TO TRANSIENT GUESTS.

ACCOMMODATIONS FIRST-CLASS.

Fine Sample Rooms for Drummers.

Rates Reasonable.

Mineral Lands, City Lots,

GRASS, GRAIN AND FRUIT FARMS FOR SALE.

ADDRESS

F. J. CHAPMAN, - - Salem, Va.

ELIAS EDMONDS,

Attorney at Law

SAN ANTONIO, TEXAS.

Makes the Litigation of Land Titles a specialty. Will also Lend Money for non-residents upon the best real estate security.

Top Flat Grinder.

1 Lowell Machine, shop built, Top Flat Grinder. A No. 1 order. Price \$25. Address

COLLINS ARNOLD, 676 Broadway, Albany, N. Y.

Woolen Machinery.

2 sets 48x48 First and Second

Breakers, Finisher 40x48, Iron

Frames, 11 Rub Roll, 24 in. Breaker

Doffers, together with 2 Johnson &

Bassett 240 Spindles, 2 in. Ga. Jacks,

and Wool Picker, Opener, Lapper,

Spooler, Grinders.

ALL COMPLETE FOR MAKING

**Wool, Merino, or
Hosiery Yarns.**

ALL MODERN MACHINERY,

And in Excellent Order.

And just the plant for removal to some town wishing manufacturing interest. If applied for before MAY 1st will be sold at a decided bargain.

ADDRESS OR APPLY TO

COLLINS ARNOLD,

676 Broadway,

ALBANY, N. Y.

Southern Railway Construction Co.

CAPITAL - - - \$500,000.

Organized for the special purpose of negotiating Southern Railway Bonds and General Securities, and the building of Railroads, Water Plants and other Public Works. OFFICES: New York, 57 Broadway; Chattanooga, Tenn., Richardson Building; Louisville, Ky., 137 Fifth Street.

GENERAL OFFICE, CHATTANOOGA, TENN.

Gov. John B. Gordon, Georgia, President; Chas. O. Beede, Lynn, Mass., 2d Vice-President; Chas. A. Brooks, New York, 1st Vice-President; Roland C. Cook, Chattanooga, Tenn., Secretary and Treasurer; Chas. E. Danforth, New York, General Manager.

Mineral Lands & Town Lots.

HUDSON & HAZARD,

BRIDGEPORT, ALA.

Have for sale valuable Mineral Lands, both in Tennessee and Alabama. TOWN LOTS IN BRIDGEPORT now offered at private sale at prices which are liable to be doubled when the great public sale of May 6th occurs. Address

HUDSON & HAZARD, Bridgeport, Ala.

JOHN C. FIELD,

REAL ESTATE.

Town Lots, and Suburban Property.

BLUFFTON, ALA., and TREDEGAR [P. O. Jacksonville], ALA.

E. DeF. SHELTON,

Representing CITIES AND TOWNS in the
Locating of Manufacturing Enterprises.

We represent a limited number of cities and towns throughout the country, varied in their facilities, and with unusual advantages for manufacturing in all branches, and offering liberal inducements for the location of manufacturing industries. Investigate before you start or relocate your factories.

E. DeF. SHELTON,

57 BROADWAY, NEW YORK.

No Charge for Information Furnished the Manufacturer by this Agency.

REAL ESTATE

—FOR—

Investment or Speculation.

One of the Most Solid and Substantial of all the Southern Towns is

BRISTOL, TENN.

It is in the center of the richest mineral, timber and agricultural sections of the South—East Tennessee and Southwest Virginia.

It is becoming an important railroad center.

It has now a population of 10,000, which is increasing every day.

It has in the HOTEL FAIRMOUNT one of the handsomest and most thoroughly equipped hotels in the South.

It has in operation car shops, planing mills, foundries, woolen factory, cotton factory, carriage factory, veneer factory, canning factory, planing mills, brick-yards, &c. An iron furnace to cost \$300,000 has been contracted for.

The climate of Bristol makes it a natural sanitarium the year round.

There is no better place in the South for profitable real estate operations.

Some of the best business, residence and suburban property in the town is controlled by

W. A. R. ROBERTSON,

Real Estate Agent.

Write to him for details. He is giving particular attention now to two or three special things that will pay big profits on short turn.

The Simmerly Derrick.

The accompanying cut is of the derrick manufactured by the Simmerly Derrick Co., A. N. Simmerly & Co., proprietors, 97, 99, 101 Centre street, Cleveland, Ohio.

The Simmerly derrick is intended chiefly for handling ore and coal. The claims made for it are that it is built in the most substantial manner of iron and steel. The engine and hoisting machinery are firmly bolted to a solid iron bed plate, insuring against any racking or getting out of line, and, being independent of the carriage, overcomes any unevenness in or settling of the dock. It is equipped with either single

friction surface, which, with the combined clutch and brake band (secured by letters patent), are so constructed that so far as strength is necessary, a boy can operate it with ease. The capacity of the derrick is at the will of the engineer, being from 600 tons to 1,000 tons of coal per day of ten hours, according to his skill.

The Simmerly is built for use, and the

ton of coal, and will run almost an indefinite period without repair. They also have the patented automatic dumping feature. Trid can be set to dump car at any point desired from place of loading.

Eastlake Metal Shingles.

The value of metal shingles for roofing and siding is established by the fact that

nestling together of the figures embossed in the plates of tin, steel, galvanized iron or copper. They are secured to the sheathing by nails along the top, the lower edge being held down by four strong cleats of steel securely rivetted on the upper edge of the lower course at intervals of six inches before leaving the factory. These

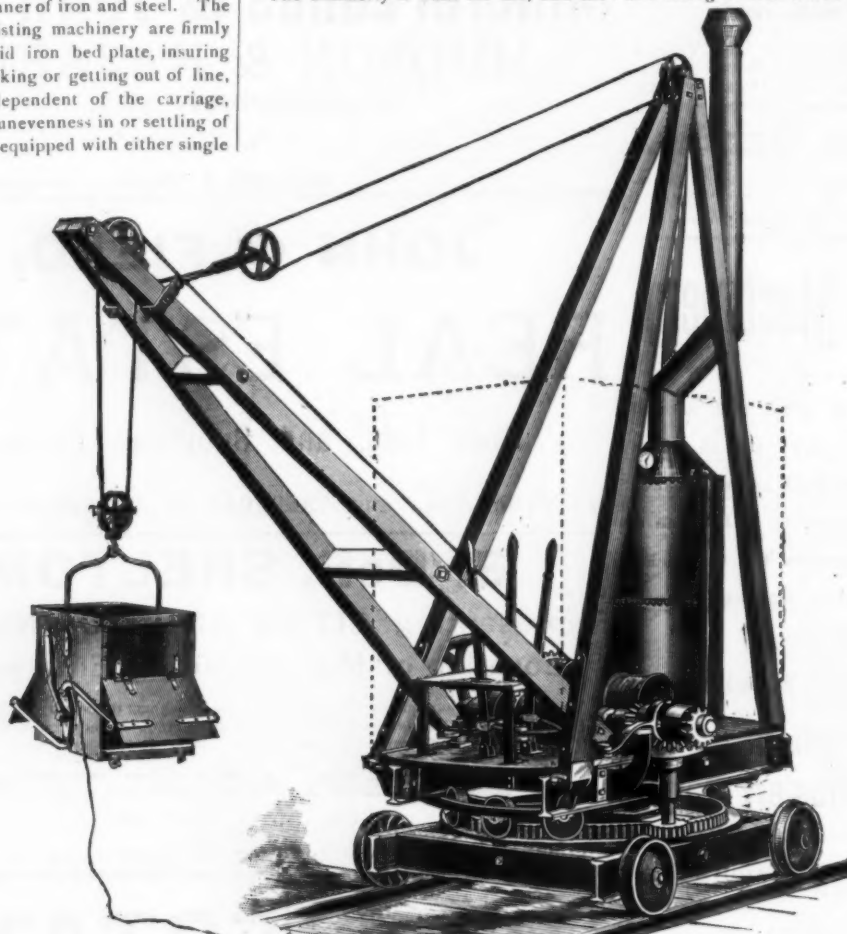


FIG. 1.—THE SIMMERLY DERRICK.

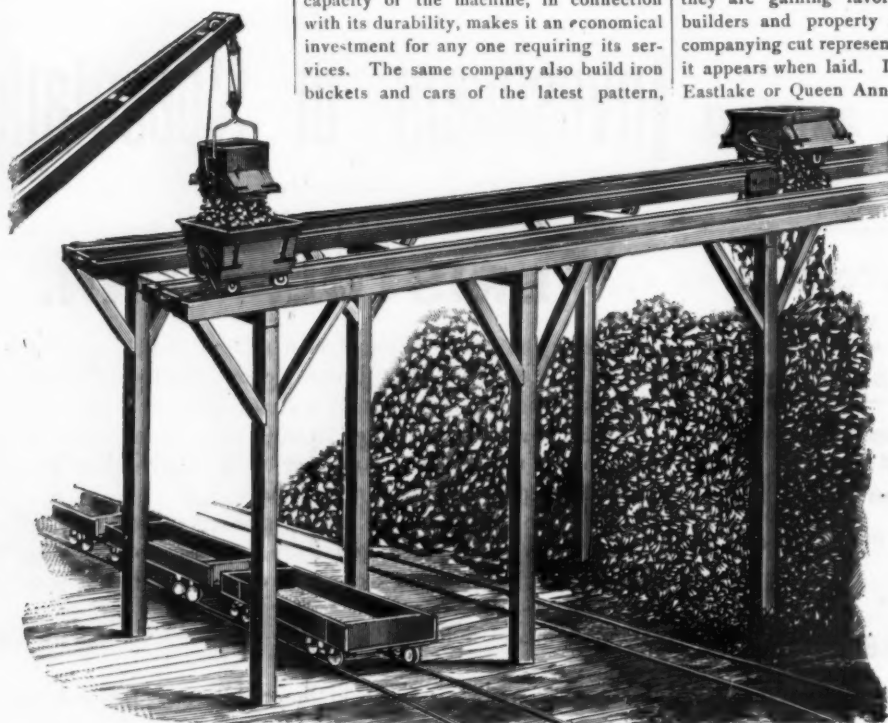


FIG. 2.—THE SIMMERLY DERRICK.

or double engine (as may be desired) with 9x12 cylinder of the most approved pattern, steam pump, boiler, etc., complete. Its simplicity in operating, as the hoisting, stopping and lowering movements are all accomplished with one lever. The absolute safety in operating, as the hoisting rotating gear has 216 square inches of

with automatic movement for dumping, for conveying ore and coal in connection with this or any other derrick. The buckets are made of 1/4-inch plate iron or steel, of such capacity as may be desired, from one ton and upwards, and have the automatic dumping feature. The cars are built of the same material, with chilled-face wheels, to carry two tons of ore or one

ture is always attractive. In construction the Eastlake is peculiar to itself and is made entirely upon scientific principles.

The vertical joints are telescopic, and provided with the safeguard of a concealed gutter, with ample play for contraction and expansion of the metal. The horizontal joint is an over-lap of three inches, and

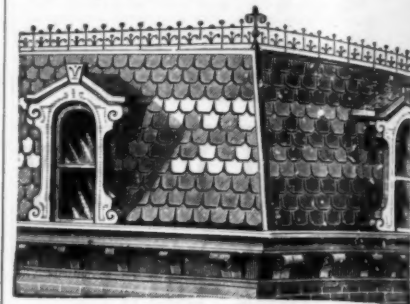


FIG. 1.—EASTLAKE METAL SHINGLES.

cleats also enable the roofer to keep his course straight without the aid of a chalk line. When laid all nail heads and rivets are covered from the weather in the overlap. Everything about them is designed and constructed for rapidity and simplicity in laying. Any ordinary mechanic, it is claimed, can put them on. This shingle, by its embossing, presents an ornamental

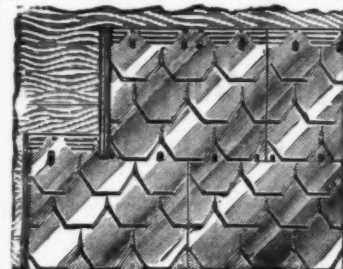


FIG. 2.—EASTLAKE METAL SHINGLES.

appearance. They do not rattle and large dead air spaces are formed between plates and sheathing, thus making it a perfect roofing protected against heat and cold, as well as storms. The following is a yearly comparison of Eastlake sales since the first manufacture: 1887, 200,000 square feet; 1888, 1,200,000; 1889, 3,000,000, making a total in three years of 4,400,000



FIG. 3.—EASTLAKE METAL SHINGLES.

square feet now in actual use. They issue an illustrated circular, and manufacture all kinds of galvanized cornice window caps, skylights and roofing trimmings for buildings. By addressing the manufacturers, W. J. Burton & Co., Detroit, Mich., any further information may be obtained, such as prices, testimonials, &c.

THE demands for water by farmers and stock raisers have become so great that no well-regulated place is complete without some reliable supply. For nearly all purposes and places the wind-mill has proved itself the most convenient and economic device for supplying water. Among the leading water supply systems of this sort is that of A. J. Corcoran, 76 John street, New York. Mr. Corcoran sends to the MANUFACTURERS' RECORD his late catalogue, which thoroughly and completely depicts and describes his system in all its detail. To those who contemplate the purchase of a wind-mill, or to those who are questioning how to secure a water supply, a perusal of this catalogue will be instructive. Copies can be had upon application at his office, or at his factory, Jersey avenue and 13th street, Jersey City, N. J.

If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$4 and you will receive it regularly for one year or six months for \$2.00.

First Auction Sale

* OF LOTS, *

BASIC CITY, VA.

MAY 7th, 8th and 9th.

LOCATION,

In the brown iron-ore district, at the crossing of the two great coal-carrying lines of Virginia, viz: the Chesapeake & Ohio and the Shenandoah Valley Railways.

IRON ORE,

Brown Hematite Ore inexhaustible in quantity and excellent in quality.

LIMESTONE

In close proximity and abundant.

WATER

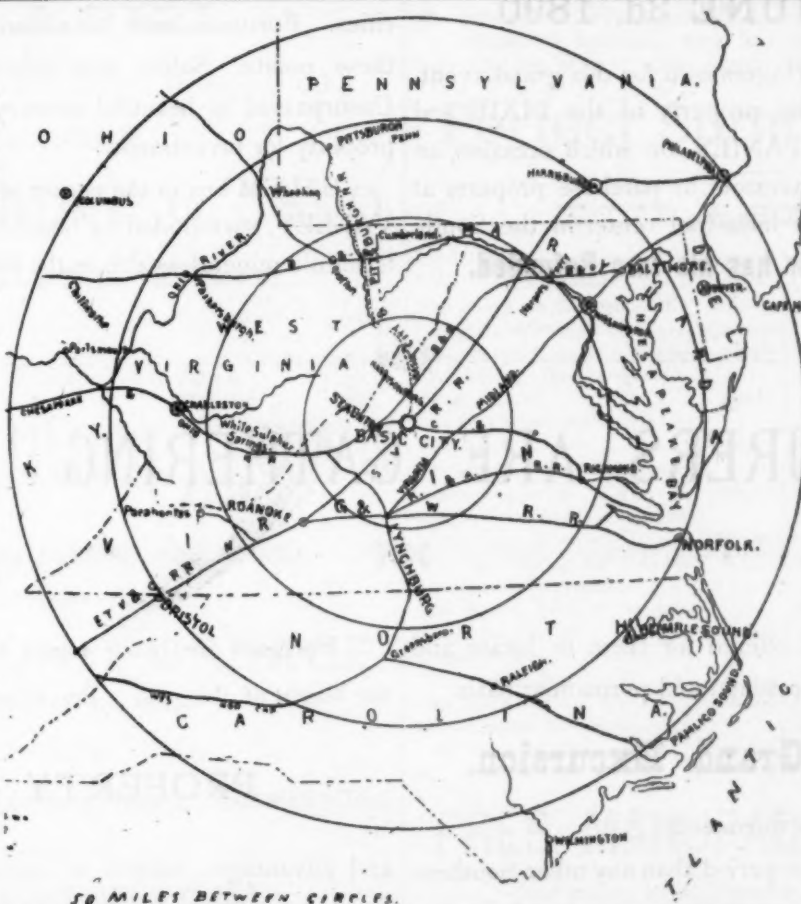
Pure free-stone. The South branch of the Shenandoah River flows through the property. A magnificent Lithia Spring and other medicinal waters.

TIMBER

Of almost every variety and plentiful.

COUNTRY

Surrounding and tributary equal to any in the Shenandoah Valley in beauty, fertility and productivity.

**HEALTHFULNESS,**

Unsurpassed. Elevation 1,300 feet, and natural drainage splendid.

TRANSPORTATION,

At present by two independent railways, to the ocean, the West, and Northwest and the South, and a third, the Basic City, West Virginia & Pittsburgh Railroad soon to be built, connecting with the Baltimore & Ohio Railroad.

INDUSTRIES.

Already secured a 100-ton Iron Furnace, Car Works, Paper Mill, and two Blind, Sash and Building Material Factories, and others are being negotiated for. A large and handsome Hotel in course of construction. Two Brick Manufacturing factories.

TERMS OF SALE:

One-fourth cash, and balance in 6, 12 and 18 months, with interest. The second half of purchase money payable in stock of the company, when fully paid for, at par value, \$100, but no fractional part of a share will be so received.

REDUCED RATES on Chesapeake & Ohio and Shenandoah Valley Railways.

FOR FURTHER INFORMATION ADDRESS

SAMUEL FORRER, President

Basic City Mining, Manufacturing & Land Co.

BASIC CITY, VA.

"More money is to be made safely in Southern investments than anywhere else."—Hon. Wm. D. Kelley.

KEEP YOUR EYE ON DIXIE

AND GO TO

SALEM, VA.

There will be a **GRAND EXCURSION** to Salem, Va., leaving Hagerstown, Md., over the Shenandoah Valley and Norfolk & Western Railroads on

TUESDAY, JUNE 3d, 1890

All railroads connect at Hagerstown for this grand event, to attend the sale of lots, the property of the **DIXIE** and **STEELTON LAND COMPANIES**, on which occasion an opportunity will be offered investors to purchase property at lower rates than at any other industrial center in the South. **Remember, every purchaser has his fare Refunded.**

PURCHASE NOW

With an opportunity to realize enormous profits, as witnessed at Birmingham, Ala., at Roanoke, Va., and other Southern cities. Fortunes have been made by judicious investment at these points. Salem now offers a repetition of the past. Unsurpassed in beautiful scenery, healthy climate and cheap property for investment.

SALEM lies in the center of the **FERTILE ROANOKE VALLEY**, surrounded by beautiful mountain scenery. There is untold mineral wealth in the hills surrounding the city.

MANUFACTURERS ARE GATHERING AT SALEM,

Where inducements are offered for them to locate and establish a paying business on sound and permanent basis.

Come to this Grand Excursion.

All roads will sell tickets to connect.

Salem has within a shorter period than any other Southern city paid greater profits to investors.

Fortunes are being made by those taking advantage of the lesson of the past. Invest now while

PROPERTY IS CHEAP

and advantages offered to industries to locate. Write for particulars, information and maps to

The DIXIE LAND CO., or The STEELTON LAND CO.
SALEM, VIRGINIA.

REMEMBER, Inducements are Now OFFERED to Industries to Locate. Write for Particulars.

PULASKI, VIRGINIA,

PULASKI COUNTY.

The Iron Center of Virginia.

FIRST GREAT SALE — OF — TOWN LOTS — IN — PULASKI.

[PROPERTY OF PULASKI DEVELOPMENT CO.]

COMMENCES

TUESDAY, MAY 6, 1890,

At 12 O'Clock, Noon.

PULASKI IS ESTABLISHED AS A

MANUFACTURING TOWN

TEN ZINC FURNACES RUNNING FULL TIME.

150-TON IRON FURNACE

The Most Successful in the South.

Another 150-Ton Iron Furnace Under Construction.

BUILDING ERECTED FOR A LARGE CARRIAGE FACTORY.

THE FAMOUS CRIPPLE CREEK ORES,

The largest ore deposits in the South, are owned almost wholly at Pulaski (including 9-10 of the Limonite ores of the Southwest).

Pulaski is on the main line of the Norfolk & Western R. R., at the junction of the North Carolina Extension, now building to connect with the Cape Fear & Yadkin Valley R. R., running to Mt. Airy and the seacoast at Wilmington, N. C.

Pulaski is healthful, 2,000 feet above the level of the sea, and designated by the United States Signal Service Bureau as in the belt of

Perfect Summer Climate.

PULASKI HAS

Bertha Zinc Co., capital.....	\$3,000,000	The Pulaski Loan & Trust Co., capital.....	50,000
Pulaski Iron Co., capital.....	450,000	The Pulaski National Bank, capital.....	50,000
The New York & Virginia Mining Co., capital.....	3,000,000	One hundred thousand dollars subscribed for Rolling Mill, which will pay out annually in wages.....	250,000
The Virginia Mining Co., capital.....	500,000	Subscribed for Door and Sash Factory.....	10,000
The Pulaski Development Co., capital.....	500,000	Carriage Factory.....	10,000
The Peak Creek Coal & Iron Co., capital.....	200,000	Maple Shade Inn, a beautiful hotel in Queen Anne style, cost.....	50,000
The Pulaski Land & Improvement Co., capital.....	200,000	A handsome Passenger Station, built of gray stone, cost.....	10,000
The Swansea Land & Improvement Co., capital.....	100,000	Many fine residences, costing from \$3,000 to.....	20,000
The Lake Spring Land & Improvement Co., capital.....	200,000	Five new churches, costing from \$4,000 to.....	8,000
The Martin Land & Improvement Co., capital.....	150,000	Pierce Investment Co., capital.....	50,000
Monticello Land & Improvement Co., capital.....	100,000	Teaney, Gilt & Co.'s brick works, capital.....	12,000
Peak Knob Iron Co., capital ...	500,000		
Pulaski Street Railway Co., capital.....	300,000		

FREE MANUFACTURING SITES

And co-operation offered to those seeking locations.

400 LOTS OFFERED AT THIS SALE.

Terms, One-third Cash, Balance in One and Two Years.

MAPS AND FULL PARTICULARS ON APPLICATION.

GEO. T. MILLS,

President.

L. S. CALFEE,

Secretary and Treasurer.

JNO. W. ROBINSON,

Vice-President.

CARDIFF, TENN.

The Cardiff Coal & Iron Co.

Capital, \$5,000,000.

Fifty Thousand Shares—Par \$100.

(CHARTERED BY THE STATE OF TENNESSEE.)

PRESIDENT.

B. B. SMALLEY, - - - - Burlington, Vermont.
(President of the Ogdensburg & Lake Champlain Railroad Co.)

VICE-PRESIDENTS.

W. P. RICE, - - - - Fort Payne, Alabama.
HENRY C. YOUNG, - - - - Cardiff, Tennessee.
(of Cordley & Co., Bankers, Boston, Mass.)

DIRECTORS.

THE PRESIDENT AND VICE-PRESIDENTS, Ex Officio.

JOSHUA L. CHAMBERLAIN, - New York City, N. Y.
(Ex-Governor of Maine and President of Bowdoin College; Ex-President of the Association of the Army of the Potomac.)

WILLIAM WARNER, - - - - Kansas City, Mo.
(Of Warner, Dean & Hagerman, Counsellors-at-Law; Ex-Member of Congress from Missouri and Commander-in-Chief of the Grand Army of the Republic.)

SAMUEL E. PINGREE, - - - - Hartford, Vermont.
(Ex-Governor of Vermont; Chairman of the Board of Railroad Commissioners of Vermont.)

CHARLES L. JAMES, - - - - Boston, Massachusetts
(Of James & Abbot, Lumber.)

T. G. MONTAGUE, - - - - Chattanooga, Tennessee.
(President of the First National Bank of Chattanooga; Director of the Roane Iron Co.)

ROBERT PRITCHARD, - - - - Chattanooga, Tennessee.
(Of Pritchard, Sizer & Thomas, Counsellors-at-Law.)

J. F. TARWATER, - - - - Rockwood, Tennessee.
(Of Tarwater & Brown, Iron Miners.)

J. M. FORD, - - - - Kansas City, Missouri.
(President of the Fort Payne, Ala., Furnace Co., and of the First National Bank of Denison, Texas.)

CARLOS HEARD, - - - - Biddeford, Maine.
(Merchant.)

JOHN M. WHIPPLE, - - - - Claremont, New Hampshire.

FISCAL AGENTS IN THE NORTH.

CORDLEY & CO, Bankers, 121 Devonshire St., Boston, Mass.

BANKERS IN THE SOUTH.

First National Bank of Chattanooga, Tennessee.

TRANSFER AGENTS.

American Loan & Trust Company, - - - Boston, Mass.

CARDIFF is situated on the Cincinnati Southern Railroad (Queen & Crescent Route) and the Tennessee River, seventy-five miles north of Chattanooga, in the midst of already developed properties. Among the Company's possessions are more than FIFTY THOUSAND ACRES OF COAL AND IRON LANDS, the quality of the mineral wealth of which is not experimental, but is proved by the very profitable working of the ores by the Roane Iron Company for the last twenty years.

The Cardiff Town Site contains over 3,000 acres. There is scarcely any industry which cannot find a favorable chance at Cardiff for successful establishment and profit. The development is in charge of men of approved judgement and experience. The proceeds of the lot sales to be applied to the development of the property by the erection of Iron Furnaces, Coke Ovens, Hotel, Water Works, Motor Line, Electric Lights, Manufacturing Plants, Public Buildings.

CARDIFF COAL & IRON COMPANY,

Present P. O. Rockwood, Tenn.

CARDIFF, TENN.

500 Lots Given Away

BY THE

AMAZON SPRINGS HOTEL CO.

WAYNESBORO, VA.

PLAN OF THE COMPANY.

The capital stock of the company is \$100,000, divided into shares of \$100 each, making 1,000 shares, which will be sold at par. With this stock will be given the above 500 valuable lots—business 25x150 feet and residence 50x150 feet—any one of which is worth over two hundred dollars to-day and more than half of them worth five hundred dollars. The value of these lots is not speculative, for at a recent auction sale in February, last the alternate lots sold for from two to four hundred dollars, all of which have since doubled in value, and are being sold and resold daily, in some instances three times the original cost price obtained.

TERMS OF PAYMENT.

For two shares of stock with one lot given \$200, to be paid for as follows: Cash \$2 per share upon subscription, \$18 upon the call of the company, which will not be made until all the stock is placed, and residue in instalments not to exceed 10 per cent. every thirty days. Immediately after the payment of the \$18 assessment a general stockholders' meeting will be called to elect new officers of the company, have a public drawing for the lots and select a plan for the hotel and arrange to let same to contract, notice of which will be sent to each stockholder through the mails.

*Within a Few Hours' Ride of all the
Principal Eastern Cities.*



THE AMAZON.

*Home for the Overworked Business Man
and His Family.*

BEAUTIFULLY LOCATED.

The company has secured the beautiful hotel site, grounds and spring, in all about fifteen acres, known as the "Baker Springs Addition to Waynesboro." On Wayne Avenue, the main thoroughfare of the town, along which will run a street car line connecting the depot on both roads, giving every convenience that could be asked. Also five hundred lots immediately around said spring and forming a part of the addition which has been laid off with wide avenues, streets and alleys. This spring, located immediately at the foot of the hill on which is the hotel site, pours out 7,000,000 gallons of pure soft water per day, forming a beautiful lake some forty feet wide and over three hundred long, clear as crystal and swarming with brook trout darting like tiny bits of animated sunshine through the water. Another spring, that is chalybeate, flowing 3,000,000 gallons daily, empties into the lake a short distance from the first.

ADVANTAGES OF WAYNESBORO FOR A HOTEL.

Advantages for an all-the-year-round hotel, and full to overflowing during summer, are unsurpassed. It is within four hours' ride of Washington, within four and a half hours' ride of Richmond, Va., and at the crossing of the great Chesapeake & Ohio and the Shenandoah Valley Systems of railroads. Its climate is perfect. It has a popula-

tion of over 2,000 people and increasing daily. It has churches of all denominations, good public schools, flourishing female seminary with about one hundred students, and a military academy with nearly one hundred cadets. It has a large number of established industries and many more in process of erection. Amongst some of the latter are large railroad car shops with capacity equal to any in this country, two one hundred-ton furnaces, rolling mill and pipe foundry, two sash, door and blind factories with planing mills attached, gas and water works, street car lines and a number of smaller plants.

Waynesboro is bound to be in the next five years a city of 10,000 inhabitants. Its public-spirited and enterprising citizens will make it so, and its natural advantages demand it.

APPLICATION OF PROCEEDS.

\$50,000 to pay for hotel site, grounds and spring, and the 500 lots to be drawn for. The remainder, \$50,000, will be applied at once to the building of a fine hotel and beautifying the grounds, spring and lake. There is not a lot in the drawing that will not fully pay for the stock, and over three-fourths more than double. The water supply from the spring for the hotel and the city is very valuable. The hotel grounds and water works belonging to the company will be worth more than \$100,000, making the stock above par and dividend bearing. A personal inspection of the grounds and lots is earnestly requested.

FOR FURTHER PARTICULARS APPLY TO

BIBB & HARMAN, Waynesboro, Va.

BRISTOL, VIRGINIA AND TENNESSE.

Is situated upon the dividing line between these two States.

Twin Cities with an Organized Society, United into an Enterprising Community.

The Railroad Center of THE GREAT MINERAL AREA of Tennessee and Virginia.

RAILROADS:

Norfolk & Western; East Tennessee, Virginia & Georgia; South Atlantic & Ohio; Danville & East Tennessee (under construction); Bristol, Elizabethton & North Carolina (under construction).

Within three hours' haul via the South Atlantic & Ohio, and Bristol, Elizabethton & North Carolina Roads of the rich ores of Doe Mountain and Roan's Creek in Johnson County, Tenn., assaying 50 to 60 per cent. of metallic iron, and the fine Coking Coals of the Big Stone Gap section, assaying 96 per cent. fixed carbon, with only a trace of sulphur and three per cent. ash, easily and cheaply brought together at Bristol. Extensive deposits of the finest qualities of variegated marble and large deposits of fire-brick and other clays.

The geographical situation is that of a community surrounded by a rich agricultural country and a phenomenal mineral area; high elevation (nearly 1,700 feet), and with an unsurpassed climate and every advantage to stimulate a healthy industrial growth.

Present Population 12,000.

WATER WORKS, STREET CAR LINE, AMPLE HOTEL FACILITIES.

The Key to the Situation

AN OPPORTUNITY FOR CREAM INVESTMENTS.

The Bristol Land Company

(a dependent of the Virginia, Tennessee & Carolina Steel & Iron Co.)

Offers for Sale at Auction
1,000 Business and Residence Lots

from its desirable additions to the city of Bristol, Va.

NOTE THE DATES OF SALE,

May the 15th, 16th and 17th.

TERMS—One-third cash, balance one and two years with interest.

THE BRISTOL IRON & STEEL COMPANY, composed of Pennsylvania iron men, are now building on the company's lands at Bristol the largest furnace plant in the South.

\$1,000,000 has been invested in Bristol during the past year.

The Directors of the Bristol Land Co. and Virginia, Tennessee & Carolina Steel & Iron Co. are:

BRISTOL LAND COMPANY.

F. W. HUIDEKOPER.	B. L. DULANEY.
H. W. BATES.	R. A. AYERS.
JUSTICE COX, Jr.	WM. D. JONES.
T. H. WENTWORTH, Jr.	

VIRGINIA, TENNESSEE & CAROLINA STEEL & IRON COMPANY.

F. W. HUIDEKOPER, Pres., Washington.	A. H. BRONSON, New York.
JOHN H. INMAN, New York.	NATHANIEL THAYER, Boston.
GEORGE S. SCOTT, New York.	E. A. ADAMS, Boston.
WILLIAM F. CLYDE, New York.	CHARLES L. JAMES, Boston.
Ex. NORTON, New York.	WILLIAM D. JONES, Philadelphia.
F. D. CARLEY, New York.	N. BAXTER, Jr., Nashville, Tenn.
RUFUS A. AYERS, Estillville, Va.	

For further particulars apply to

F. W. HUIDEKOPER, President,

T. H. WENTWORTH, Jr. Secy. and Treas.,

619 14th STREET, WASHINGTON, D. C.

Or to H. W. BATES, Vice-Pres., Bristol, Tenn.

Among the many who have invested in and are interested in the development of Bristol are the following:

Wm. P. Clyde, Geo. S. Scott, John H. Inman, Ex. Norton, F. W. Huidekoper, W. G. Oakman, H. C. Fahnestock, F. D. Carley, B. S. Clark, Thos. Rutter, J. D. Probst and others, of New York; Nathaniel Thayer, Charles L. James, E. B. Abbot, E. A. Adams, O. W. Norcross, Benj. Dean, J. S. Dean, S. Lawrence French, John L. Hart, D. A. Gregg, Lewis B. Russell, Geo. A. Frost, E. C. and F. S. Sherburne, Lee Higginson & Co., Viles & Smith, A. B. Paine, Mills, Knight & Co., F. W. Hill, Jackson & Curtis, A. Cochrane & Co., and others, of Boston, Mass.; Wm. McGeorge, Jr., Charles H. Scott, Justice Cox, Jr., Abraham S. Patterson, E. P. Borden, Samuel Dickson, Wm. H. Trotter,

Edgar S. Cook, C. B. Shoemaker, J. H. Dingle, George Burnham, Wm. S. Pilling, Gideon S. Bolton, Wm. H. Bennett, Jos. S. Patterson, Richard W. Bacon and others, of Philadelphia; R. Foster, Barton Myers, Isaac Moritz, W. H. Flournoy, Wyndham R. Meredith, Jos. Bryan, W. O. Skelton, H. L. Cabell, John L. Williams & Co., of Maryland and Virginia; Col. John C. Haskell, of South Carolina; N. Baxter, Jr., J. C. Warner and A. M. Shook, of Nashville, Tenn.; H. C. McDowell, St. John Boyle, J. W. Gaulbert and others, of Kentucky.

NEW DECATUR,

ALABAMA.

The New Industrial City of the Great Tennessee Valley.

The Decatur Land, Improvement & Furnace Company, for the purpose of attracting the attention of people abroad to the unrivalled advantages of New Decatur as a place for investment and for the location of industrial enterprises, and in order to stimulate its growth and progress will hold an

★ AUCTION SALE ★

Choice Business and Residence Lots

On Monday and Tuesday, May 19 and 20, 1890.

The lots selected being scattered through the four additions already laid out, comprising part of the town of New Decatur. Arrangements are being made with the Louisville & Nashville Railroad and with the Memphis & Charleston Railroad (East Tennessee, Virginia & Georgia Railway System) for

CHEAP RAILWAY FARES TO NEW DECATUR AND RETURN

on the lines of said railways and their connections, the particulars of which will be announced at an early date. The Board of Directors of the Land Company, in furtherance of the objects of this sale as stated above, will set aside

One-Half of the Proceeds of the Sale

and expend the same from time to time in improvements, in promoting and fostering industries of all kinds and in such other ways as may be expedient and advisable for the purpose of developing the town.

The company have published a beautifully-printed and illustrated book of 63 pages, entitled:

"ON THE BANKS OF THE TENNESSEE,"

containing a map, 22 "phototype" views of New Decatur and 100 questions briefly but fully answered, giving all necessary information about Northern Alabama, the Tennessee Valley and New Decatur, with a description of the numerous and varied industries already established in New Decatur, a copy of which book will be sent free upon application.

Visitors attending the sale will see in full operation:

A 70-ton Charcoal Iron Blast Furnace.

The shops of the Louisville & Nashville Railroad, covering 58 acres.

The shops of the United States Rolling Stock Company, covering 50 acres.

The Decatur Car Wheel Works, turning out 150 car wheels daily.

Charcoal & Chemical Works, capacity 50,000 cords of wood per annum.

The American Oak Extract Works, making tanning extract.

Besides, one of the largest steam Cotton Compresses in the South, large saw mills, lumber yards, planing mills, sash, door and blind factories, metal cornice and roofing works, steam fitting and plumbing works, brickyards, an ice factory, gas and electric-light plants, water works (with 30 miles of pipes already laid), five miles of street railway, a \$20,000 brick schoolhouse, a system of manufacturers' railway switch-tracks and

"THE TAVERN,"

THE FINEST HOTEL IN ALABAMA.

THE DECATUR LAND, IMPROVEMENT & FURNACE CO.

NEW DECATUR, ALA.

GLASGOW, —————→

←————— VIRGINIA.

The Grandest Enterprise of the New South.

THE LOCATION

is naturally fine and adapted to the construction of a large city.

THE CLIMATE

guarantees immunity against epidemics.

WATER-POWER

is practically unlimited.

IRON ORE

in abundance and of fine quality.

LIMESTONE

near at hand and plentiful.

CEMENT

extensive deposits of good quality.

GLASS SANDS

in large quantities and of high grade.

TIMBER

of various kinds and abundant.

FUEL SUPPLY

Pocahontas and New River Coke in convenient proximity.

TRANSPORTATION FACILITIES

Two trunk lines—Norfolk & Western, with its Shenandoah Valley Railroad connection, and the Chesapeake & Ohio—giving direct communication with fields of finest Coaking and Steam Coals in the country, with deep water transportation with Norfolk & Newport News, with the West via Cincinnati.

THE PITTSBURG & VIRGINIA R. R.

to be built in the near future will go through the Blue Ridge mountains at this point.

FACILITIES FOR MANUFACTURING

unexcelled by those offered by any locality in the South.

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ROCKBRIDGE COMPANY,

Ex-Gov. FITZHUGH LEE,

Hon. WM. A. ANDERSON,

M. M. MARTIN,

President

Vice-President.

General Manager.

CITY OF GRAND RIVERS,

KENTUCKY.

A New Industrial City of the South.

SITUATED upon a narrow strip of land between the Tennessee and Cumberland rivers near their entrance into the Ohio, practically in the Mississippi Valley, forming a system of river transportation unequalled by any location in the South, being by river or rail several hundred miles nearer the great Western markets. The Newport News & Mississippi Valley Railroad runs directly through the Company's coal, iron and city property.

Chief among its resources are its immense banks of brown hematite iron ore, existing in gigantic pockets and showing enormous outcroppings from leads extending over thousands of acres of the Company's lands, assays from which show metallic iron 50 to 66 per cent, with practically no phosphorus or sulphur.

Pig iron can be laid down in Pittsburgh from Grand Rivers, by reason of its river system of transportation, \$2.50 per ton cheaper than from Birmingham, Ala.

The quantity of coal upon the Company's lands is practically inexhaustible, its measures, eleven in number, ranging from four to seven feet in thickness, and available upon nearly all of the three thousand acres of the Company's coal lands. This coal has been found to possess superior qualities as a coking, steaming or domestic coal.

As a manufacturing center Grand Rivers has no equal in the South. The saving to the manufacturer from its cheap

rates of freight and cheap coal will prove a source of profit equal to a liberal dividend upon his invested capital.

The Company own 21,000 acres coal, iron ore and timber lands convenient to its furnaces, together with 3,000 acres city lands situated upon the banks of both rivers.

Surveys are nearly completed, and the streets are being graded. Industries of various kinds are now locating their plants, and in a short time there will be seen a rapidly growing and substantial city.

A building association has been formed for the erection of permanent brick buildings for business purposes and dwellings, operations upon which have already commenced. A bank is being organized. Two large charcoal furnaces are under contract, and numerous other industries in contemplation.

Thus, with ample capital, Northern enterprise and good management, Grand Rivers will take a prominent position in the great manufacturing cities of the South.

The Company offer the most liberal encouragement to manufacturers wishing to establish plants there, and will give to them every facility in their power to make their enterprises successful.

The city lands are now being platted, streets graded, and everything put into an attractive condition for visitors and investors.

FOR INFORMATION, PRINTED MATTER &c., ADDRESS

GRAND RIVERS COMPANY, No. 113 Devonshire Street, Boston, or GRAND RIVERS, LIVINGSTON COUNTY, KENTUCKY.

SALE of CITY LOTS, MAY 20.

CAPITAL - - - \$3,000,000.

PRESIDENT, - - - ARETAS BLOOD, Manchester, N. H.

NEW ENGLAND DIRECTORS:

ARETAS BLOOD, Manchester, N. H.; BENJAMIN DORE, Lynn, Mass.; H. L. LAWRENCE, Arlington, Mass.; J. F. BROWN, Boston, Mass.; A. H. BREED, Lynn, Mass.

ROCKWOOD, TENN.

The Iron King of the South.

IT HAS EVERYTHING THAT OTHER BOOM PLACES
ARE PROMISING.

ALREADY A CITY OF 4,000.

*We OFFER our BUSINESS and RESIDENCE LOTS at Private Sale
Until the 26th Day of April,*

At which date an advance of 20 per cent will be added to prices on all Lots.
A limited number of Lots will be offered at PUBLIC SALE, beginning on the 13th DAY OF MAY, at which date reduced rates on all railroads will be given.

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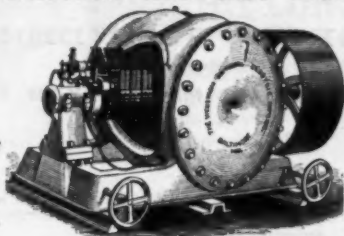
ROANE IRON CO.

ROCKWOOD, TENN.

The Wenstrom Dynamo.

INCANDESCENT AND ARC LIGHTING.

For
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Central Stations.
Absolutely Safe.
No Danger to Life or
Property.
Simple, Compact
and Durable.



We guarantee that it will give 35 per cent. more light per horse-power, whilst the speed required is only about one-half of that of any other system. It is economical in price and is the only Dynamo manufactured in the South.

Agents Wanted
FOR
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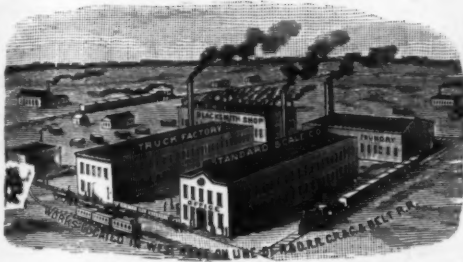
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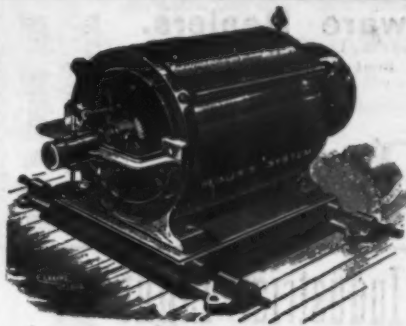
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Platform, Wagon and
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SPECIALLY ADAPTED FOR STREET, COMMERCIAL & DOMESTIC ILLUMINATION FROM CENTRAL STATIONS.

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Double and Single Gate, 1/4 inch to 48 inch; outside and inside Screws, Indicators, etc., for Gas, Water, Steam, Oil.

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Also Fire Hydrants, Yard and Wash Hydrants. Check and Foot Valves.

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SHOULD INVESTIGATE THE MERITS OF THE

THOMSON-HOUSTON APPARATUS

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ELECTRIC, ARC AND INCANDESCENT LIGHTING

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ELECTRICAL TRANSMISSION OF POWER.

Estimates Furnished for the Complete Lighting of Mills and Factories and for Electric Surface Tramways.

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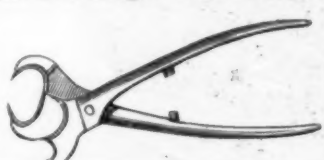
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Burns Petroleum Oil Sprayed by Compressed Air.

SIMPLE, SAFE AND ECONOMICAL.

Thousands in use in Iron Works, Machine Shops, Railroad Yards, etc. etc., in Europe and in the United States.

Lamps and Burners from 200 to 10,000 Candle Power.

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SAVE GAS. REDUCE BILLS AND SECURE BETTER LIGHT.

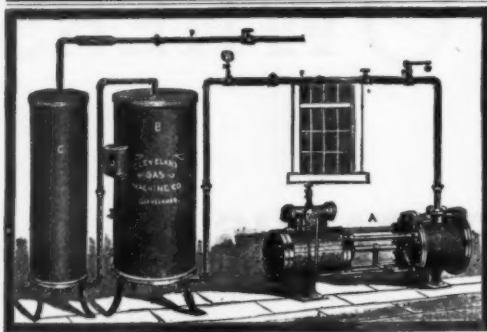
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Over 200,000 in use. Saves from 15 to 50 per cent. according to pressure in mains.

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Full directions for attachment and testing sent with each. Controllers sent for trial on receipt of price, and money refunded, less express charges, if unsatisfactory and controllers returned in good order. All orders C. O. D. Agents wanted.

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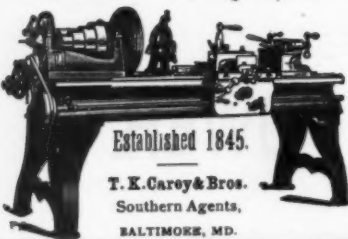
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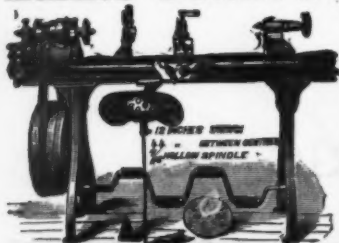
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Barnes' Patent Foot Power Machinery.

Complete outfit for Actual Workshop Business. Lathes for Wood or Metal. Circular Saws, Scroll Saws, Formers, Mortisers, Tenoners, Etc., Etc.



Our Patent Velocipede Foot-Power is without question the best yet applied to Lathes. Read a few expressions from those using them: "I do not see how your lathes can be produced at so low cost." "The velocipede foot-power is simply elegant." "Can turn a whole day, and feel as little tired as though only walking around." "In regard to the velocipede foot-power, I consider the lathe without an equal." "I sat at the lathe for 11 hours, cutting off and threading 1 1/2 steam pipes. Those who saw it declared it equal to 15 hour job in machine shop." "Using the velocipede foot-power, the operator can hold a steady hand for doing the work." "For doing actual business, the lightest or the heaviest, give me the velocipede foot-power." "The 4 1/2 Lathes is equal in any making twice the money." "What astonishes me is, how you can make machines to pay you for so small sum of money." "The No. 6 Lathes is the most perfect tool I ever saw for the money." "I can do double the amount of work on the velocipede, that I can on any other style of foot-power lathe." "There is no tax on strength, the body is at rest, steady, the hands and attention free for the job." "The velocipede.—It is the best foot-power of any for lathes." "The velocipede.—The purchaser can have ample time to test them in his own shop and on the work he wishes them to do. Descriptive Catalogue and Price-List Free."

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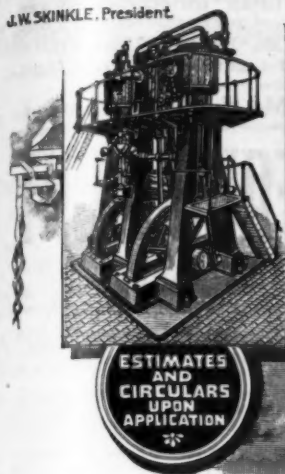
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All machines built by us are made to gauge and templet. Highest
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NO FAILURES.

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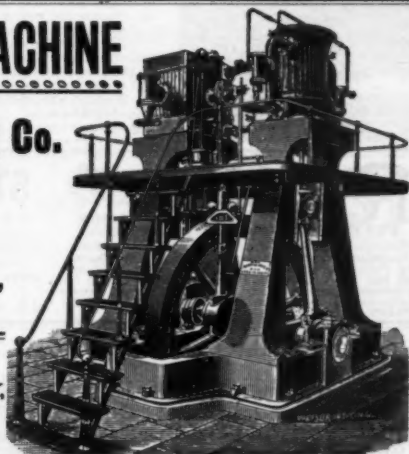
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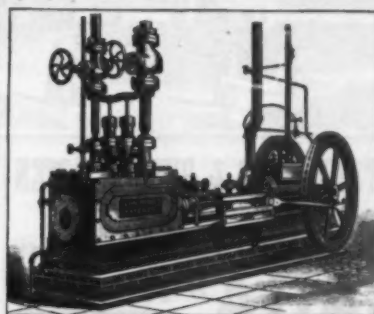
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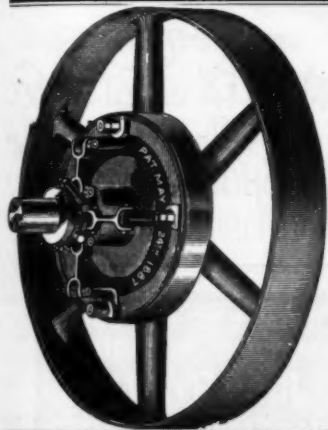
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Friction Clutches,

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**Paper Mill
Machinery, &c.**



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IN
CUTTING SQUARE
OR AT ANY ANGLE

ALSO

OUR IMPROVED TRAMMEL RULE FOR CUTTING CIRCLES

ETC.

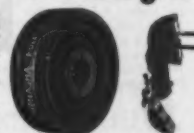
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We are sole makers of hardwood bent rim,
oak spoke arm Pulleys; gripped to shaft with
bolts, and using patent paper bushings. They
can be put onto shaft without taking it down
or cutting keyseats. No glue or nails used in
their construction. Hub with bushing fits
any size of shaft.

Also sole makers of only small Split Pulley
1 inch to 8 inches in diameter, in the market.
See above cuts of them. No glue or nails in
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in the market, with gun metal metaline bushing. Send for circulars and
discounts of Menasha Pulleys.



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Branch Houses: Hoen & Von Kapff, Baltimore, Md.; Lodge & Davis Mach. Tool Co., New York City;
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works satisfactorily in every particular, and is a great
convenience. We have two, and can stop either the main
saws or the gang edger, or both whenever desired, without
stopping the engines. Yours respectfully,
Yeiser Wood, Coal & Lumber Co.,
J. D. Lowman, Secy.

ECLIPSE WIND ENGINE CO., - Beloit, Wis.

Send for July, 1889 catalogue, and see where and by whom they are

St. JOSEPH, MO., June 24, 1889.
Eclipse Wind Engine Co., Beloit, Wis.
GENTLEMEN: The Clutch Pulley reached us all right;
it works to a charm. If we had put it on last April, in
place of one we had, we should now be ahead over \$300,
which we have lost in time and breakages. Yours,
The Brick & Terra Cotta Mfg. Co.,
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Cuisine and service equal to the best New York hotels. Business men and tourists will find "The Stillman" quiet, elegant and homelike. Caters to the highest class of patronage at reasonable rates. **ONLY FIRE-PROOF HOTEL IN CLEVELAND.** Every Room Heated by Steam and Lighted by Electric Light. Elegant suites can be secured by addressing
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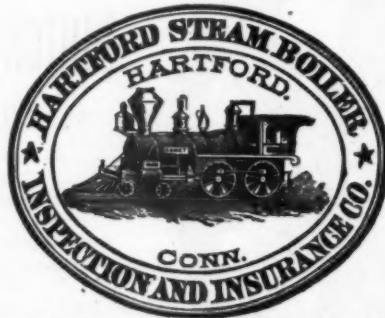
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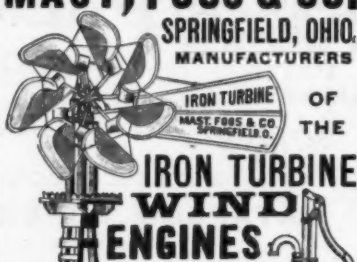
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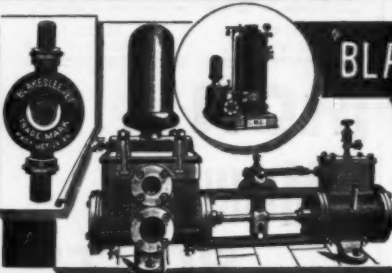
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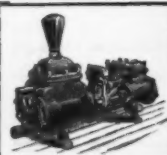
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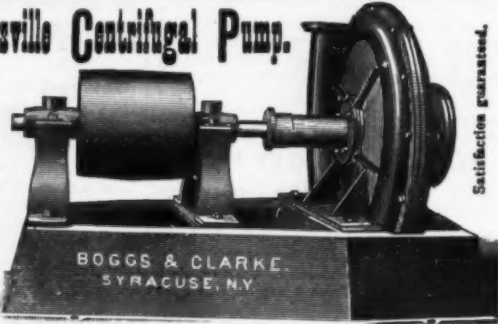
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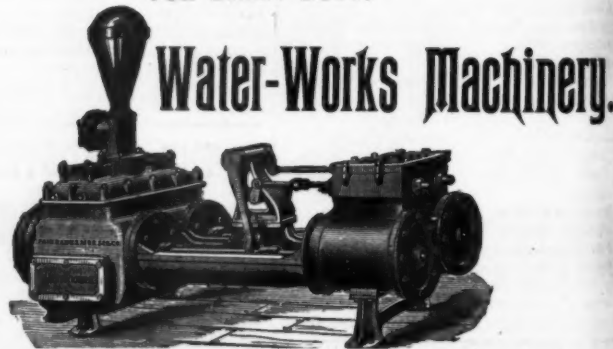
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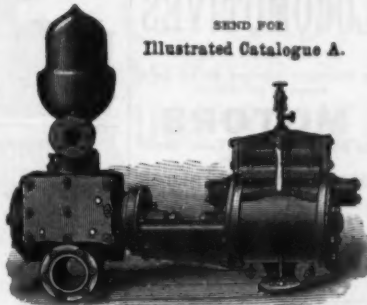
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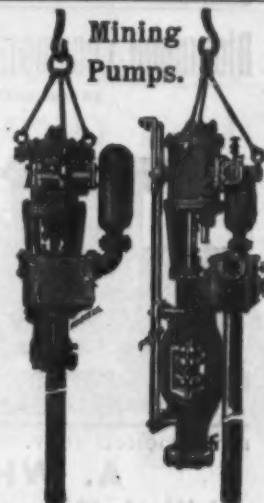
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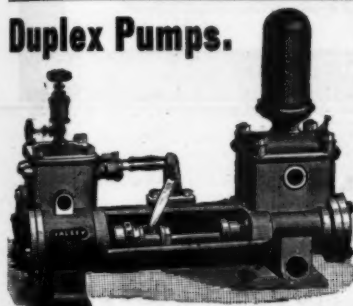
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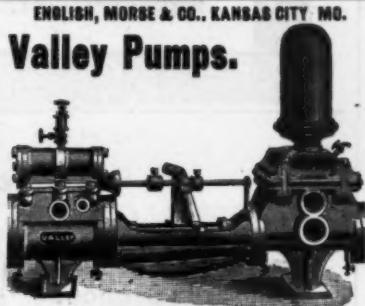
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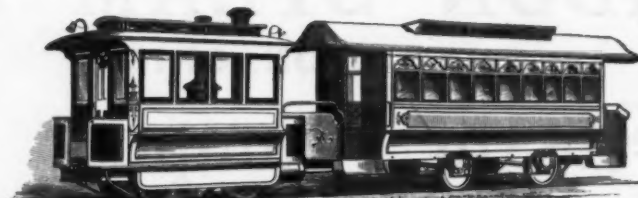
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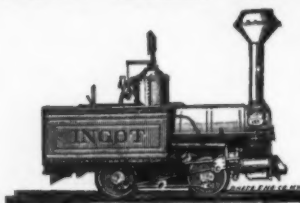
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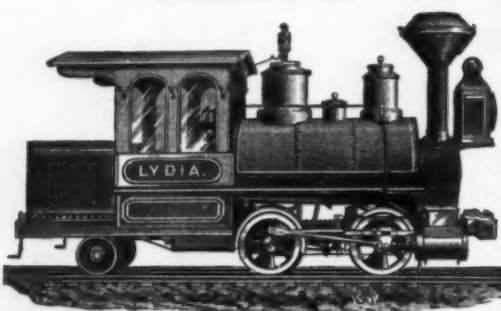
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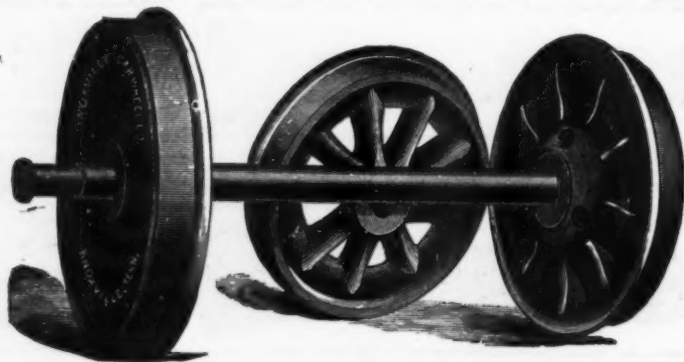
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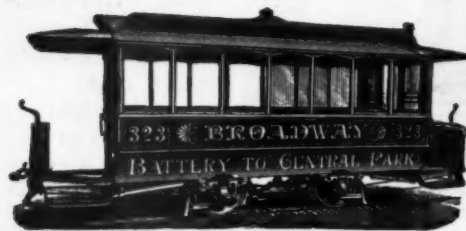


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and Bolts.

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Securities negotiated. Contracts taken.**JOHN STEPHENSON COMPANY, NEW YORK**TRAMWAY CARS OF EVERY DESCRIPTION
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SALES AGENT**STEEL COMPANY**50 to 80 lbs. per yard
16 " 45 " " "
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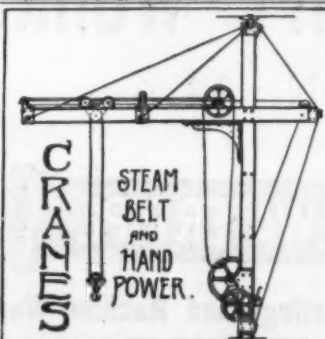
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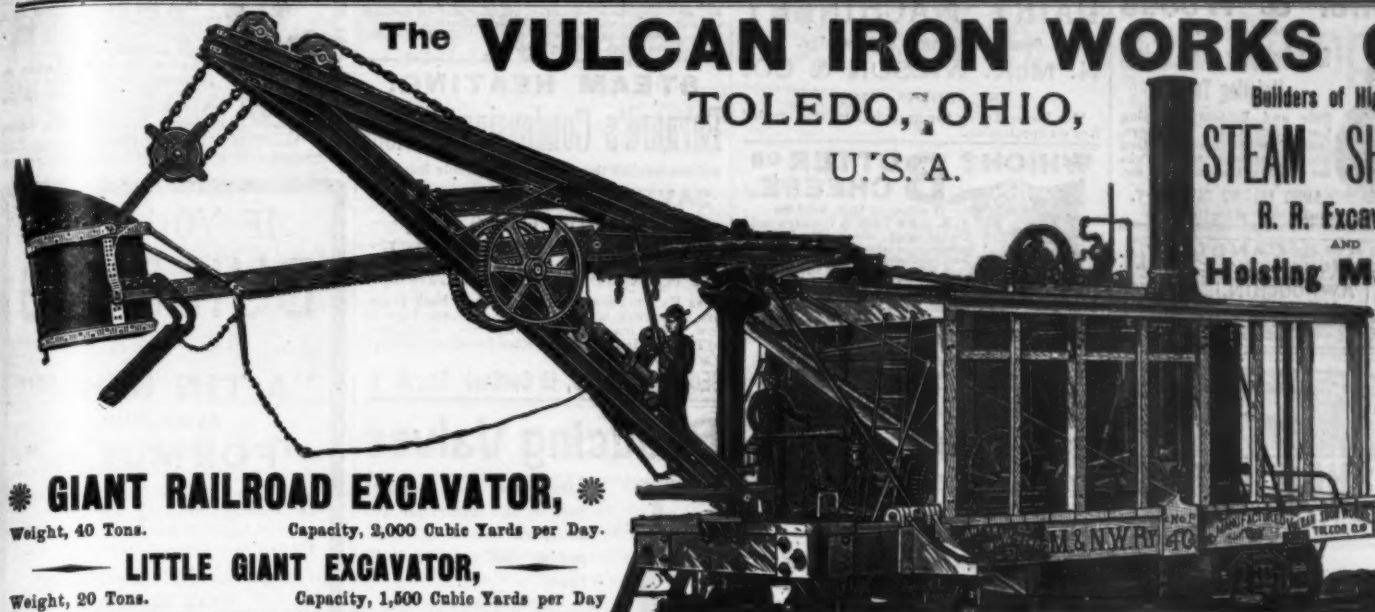
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SIMPLE, CONVENIENT,
ACCURATE and
MODERATE PRICED**Gear Cutting Machine**Which will do ALL KINDS of Gear Cutting, including Worm
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Sent on trial to responsible parties. Send for circulars.Advertise in the **MANUFACTURERS' RECORD****MAGNOLIA METAL.**

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From 1-4 to 15,000 lbs. Weight.

True to pattern, sound, solid, free from blow-holes, and of un-
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CRANK SHAFTS and GEARING specialities. **STEEL**
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**Self-Dumping Steel & Iron
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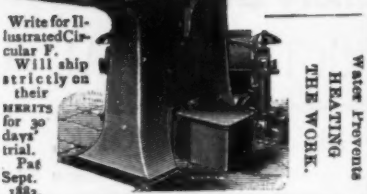
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Positive in Action.
Simple in Construction.
Easily Attached and Adjusted.
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Guaranteed in Every Particular.

These glasses are fitted with Patent Automatic Valves set within the boiler, which will INVAULT

BUY CLOSE INSTANTLY on breaking the glass, with stuffing boxes for glass tubes which permit broken glasses and packing to be removed without delay, and which will not cause the glass to break by its expansion, and with first class Valves with Babbitted seats and stuffing boxes with glands. These valves may at any time be removed to reset while steam is on.

Agents Wanted.

Bray & Nickerson Automatic Gage Glass Co.
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SUCCESSORS TO
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Bridgeport,
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Will ship strictly on their MERITS for 30 days' trial.
Pat. Sept. 1883.The Grinding is done so rapidly that they will pay for themselves every year over grinders as a gift.
Western Branch, 18 & 20 W. Randolph St., Chicago, Ill.**ROLLER and
Detachable Chain Belting,**Detachable in Every Link,
FOR IMPROVED**ELEVATORS,**

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Driving Belts

FOR HANDLING

Coal, Ores, Grain,
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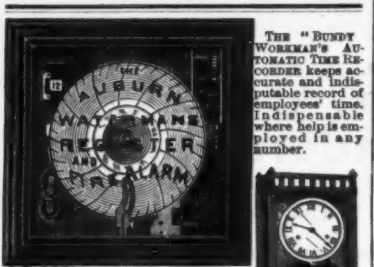
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Also manufacturers of the
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Complete Outfits a Specialty.

H. McK. WILSON & CO.
ST. LOUIS, MO.Handsomely Dairy Illustrated Catalogue mailed
free on application.**WHICH? BUTTER OR
CHEESE.**If either, or both, send for
J. S. CARTER'S Illustrated
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or Butter, from the largest fac-
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Carter's Cream Churner
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JOHN S. CARTER, Syracuse, N. Y.**R. M. JOHNSON,**
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Automatic Cut-Off and Plain Slide Valve**Steam Engines and Boilers,**Saw Mills, Machinists' Tools, Wood-Working
Machines, Mining, Brick, Ice, Grist Mill, Dairy,
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Correspondence is solicited.**R. M. JOHNSON, Wheatland, Va.****"Auburn" Watchman's Clock.**The best in the market, and the
only one combining a system of
fire and superintendent's alarm.
The most complete safeguard
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BEFORE YOU BUY

BICYCLE OR TYPEWRITERSend to A. W. GUMP & CO.,
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WOOD SPLIT PULLEY,

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Chattanooga Wood Split Pulley Co. Chatt., Tenn**BERNHARD DIETZ,** Manu-
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30 cents per pound; for casting, also 30 cents per pound.
Orders by mail promptly attended to.**WEBSTER'S "VACUUM" EXHAUST STEAM ROOM**
utilizes the exhaust for heating buildings,
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hot and purified water for boiler feeding and other pur-
poses. Send for pamphlet. **WARREN WEBSTER & CO.,**
111 N. Third street, Philadelphia, Pa.**STEAM HEATING.
Barnard's Condensing System**

will accomplish the following desirable features:

**SAVES COAL, PERFECTS
THE CIRCULATION,
PREVENTS ALL NOISE,
PREVENTS FREEZING.**Uses Exhaust Steam if any, without back pres-
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low, has no machinery needing care. Is adapted to
Private Houses, Flats, Office Buildings, Hotels,
Factories, &c.**GEO. A. BARNARD, 15 Cortlandt St., N. Y.****Reducing Valves**Ours are the Standard
used by the American and
Southern Cotton Oil Com-
panies and over 30 Rail-
roads.

SEND FOR PRICES.

**Damper Regulators,
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BOSTON.**We Blow Our Own Horn**Because we have to do so,
and while you listen you can hear us say
"JONES, HE PAYS THE FREIGHT"
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For terms and prices on the

UNITED STATES STANDARD SCALE.Buy of your jobber or address
JONES OF BINGHAMTON, Binghamton, N. Y.**The WELLINGTON BELT HOLDER.****W. R. SANTLEY & CO. Wellington, Ohio****TAPER-SLEEVE PULLEY WORKS**211 W. 12TH ST.
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Taper-Sleeve Wood
Belt Pulleys, Adju-
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Foot and Power Lathes, Drill
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Lathes on trial. Lathes on
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Write us for a copy of our book on

"A TIN ROOF"

ALSO OUR

"FORMULAE,"Containing full information about
tin roofing; showing how to select,
lay and paint, and how to specify for a
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FREE OF COST.If your building needs ventilation,
or you are troubled from downward
draft in your chimney, write us for
information relative to our**STAR VENTILATOR.****MERCHANT & CO****PHILADELPHIA. CHICAGO.
NEW YORK. LONDON.****DAM**up a river and you get more force, but
you might make the above sound
every time you Hurt Your Hand
with a Nail-Puller, and it would do so
good.**The ONLY THING TO DO**

Is to buy one of

SCRANTON'S IMPROVED**NAIL PULLERS,**

Which won't

BEND THE NAIL or**HURT THE HAND.**

MADE BY

The Belden Machine Co.

New Haven, Conn.

Every enterprising hard-
ware merchant handles
them.**WIRE RAILING**

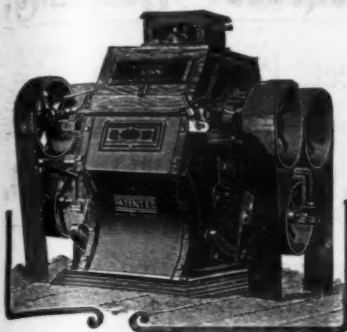
and Ornamental Wire Works.

DUPUR & CO. 113 & 115 N. Howard St., Baltimore.Wire Railing for Cemeteries, Lawns, Gardens, Of-
fices and Balconies; Window Guards, Tree Guards,
Wire Cloth, Sieves, Fenders, Cages, Sand and Coal
Screens, Iron Rodsteads, Chairs, &c.**THE NEW SUPERIOR****Double-Acting, Non-Freezing
FORCE PUMP**

ESPECIALLY ADAPTED FOR

DRILLED WELLS**DOUBLE WROUGHT PIPE STOCK****NON-BREAKABLE.****LARGE & STRAIGHT WATER-WAYS****STEADY FLOW. EASY WORKING****2 1/2 in. Brass Cylinder goes in 3 in. Well****3 in. Brass Cylinder goes in 3 1/2 in. Well****PORCELAIN VALVE SEAT.**Write for descriptive catalogue
and circulars. Address
THE SUPERIOR MACHINE CO.
SPRINGFIELD OHIO.

Read What a New York Miller Says of the Case Company.



OFFICE OF PETER SNYDER,
DEALER IN FLOUR, FEED AND LUMBER,

MANLIUS STATION, N. Y., October 28, 1889.

The Case Manufacturing Company, Columbus, Ohio:

GENTLEMEN: After running my mill over two months, I feel it my duty and in justice to you to state that I am more than pleased with the mill you built for me. It started like a clock "from the word go". My flour is discounting the fanciest brands of flour in the market. My clean-up is equal to any mill in the State. I will say that the Case Rolls and Flour Dressers cannot be beaten in the world for light running and ease of access to all their parts. I would advise any miller building a new mill or remodeling an old one to place their contract with the Case Company.

Thanking you for the prompt and efficient manner in which you furnished my machinery in so short a time, after so great a loss and damage by fire burning your works, and with the best of wishes I remain,

Yours respectfully,

PETER SNYDER.

For full particulars regarding the best FLOUR OR CORN MILL MACHINERY, address



THE CASE MANUFACTURING CO., Columbus, Ohio.

Fast-feed Planing and Matching Machine.

The accompanying cut illustrates one of the latest improved machines built by the Glen Cove Machine Co., of Brooklyn, N. Y. It is their No. 5, 24-inch, fast-feed planing and matching machine. This machine works lumber from $\frac{1}{4}$ inch thick and 2 inches wide up to 6 inches thick and 24 inches wide on all four sides at once. It has six feed rolls, geared by expansion at both ends, and possesses unusual conveniences for setting up. The chip breaker and presser bars before and after the cut of the top and bottom heads are adjustable close to and away from the cutting circle of the heads, which permits the use of long knives for rabbeting, beading or moulding. The pressure shoes that hold down the edges of the lumber to the matcher plates

hand nuts and dropping down the carrying out table with guides and mouth-piece attached, and by loosening another hand nut the presser bar is raised to a vertical position. This feature is valuable where beading, grooving or other accurate work is required, or where time in setting up a machine is of value. The guides on each side of the under head hold the lumber in place so that it is just as convenient to do rabbeting, beading or moulding on the under head as on the upper one. By a gripping device moved by a simple lever, the matcher head is firmly held in place when set. This machine has their patent expansion pulley, variable feed. This pulley is placed upon the pinion shaft and may be expanded or contracted by a single lever to reduce or increase the feed to any speed desired. The cutter-head journals are long and large in diameter and run in

section of Virginia. To the investor who desires to profit by the uniformly successful experience of others in the same territory, the vast industrial strides of the country contiguous to Bedford City give assurance that an investment with the Longwood Co. will pay, while the seeker for a home can find few healthier, more beautiful, or more accessible locations, combining all the advantages of a health resort, with the conveniences of modern city life. Maps, prospectuses, and full information as to this property can be obtained upon application to the Longwood Land & Improvement Co., Bedford City (formerly Liberty), Va.

Pulaski's Steady Growth.

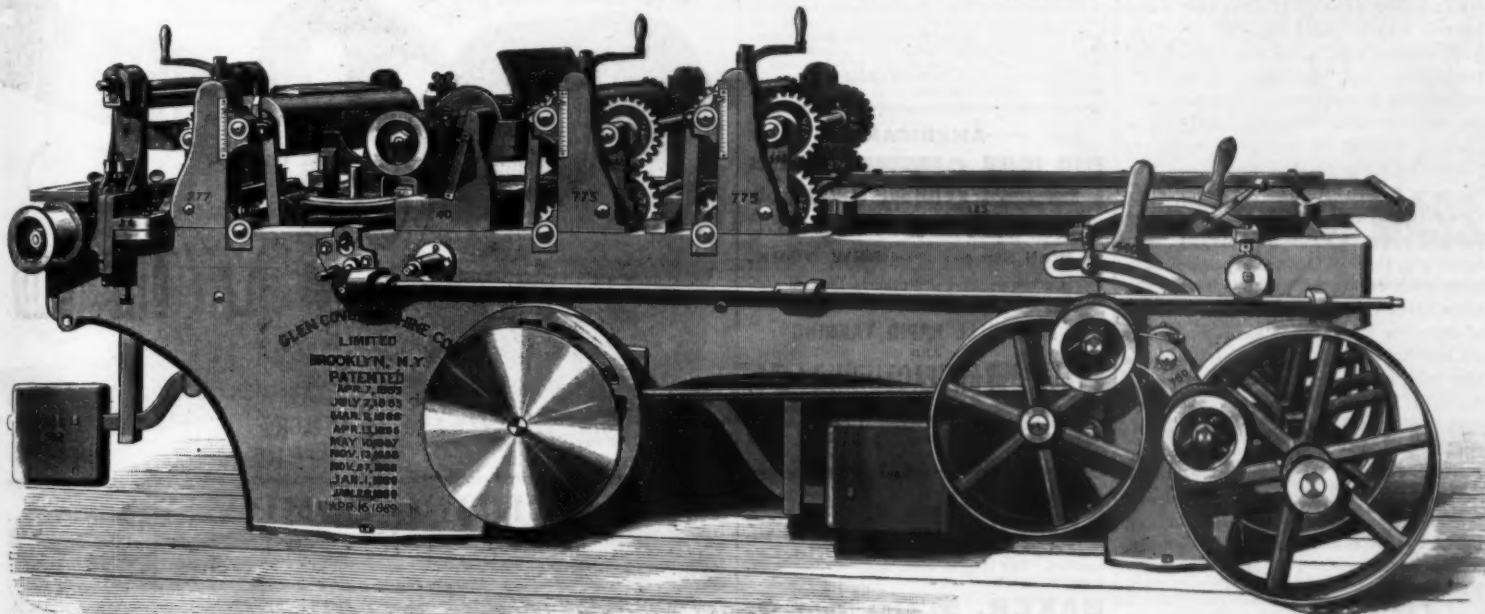
Hardly one of the new towns of Virginia has progressed more quietly or built on a more solid foundation than Pulaski, "The Gem of the Mountains."

ores of Southwest Virginia, are controlled at Pulaski. A fine brick and stone school building is receiving the last touches, and many fine dwellings are being built.

This much has been done without extensive advertising or "booming," and now the people feel justified in calling the attention of investors to the town and offering lots at public sale, the day being fixed for Tuesday, Ma, 6, commencing at noon.

Iron and Steel for Wood.

It appears that special attention is being paid in France and England to a more general substitution of iron and steel for wood, wherever practicable, in manufactured articles, such, for instance, as building materials, boxes and packing cases, barrels and casks, carriages, carts and other vehicles, furniture, fencing, railway work,



NO. 5 PATENTED FAST FEED PLANING AND MATCHING MACHINE.

make sure always of perfect work. These shoes are adjustable for thick or thin lumber. By means of the weighted chip breaker to side heads an even, steady pressure is maintained against the edge of the board, and splitting or tearing out of knots when running fast is prevented. The piece on the end of this chip breaker is adjustable for either long or short knives. The side spindles have taper bearings, which run in solid boxes without screws or caps. By means of the parallel hoisting device the rolls are made to bear squarely across the face of the lumber, whether it be wide or narrow, giving them great traction power and insuring perfectly straight running. The cutter-head boxes, both top and bottom, are yoked together, which prevents the boxes from getting out of line and cramping the journals. The end of the machine may be quickly opened so as to expose the under cutter-head by simply loosening two

improved self-oiling boxes. Each cutter-head is forged solid from hard steel and each journal is drawn out from the body of the head and is integral with it. The heads are square and are slotted on all four sides so that all kinds of solid or sectional knives may be used. All the shafting is of steel. Every part or piece of the machine has a number cast or stamped upon it, so that by simply giving the number duplicates may be readily ordered by wire or letter. All shafts and fittings, including bolts, screws and nuts, are finished to U. S. standard sizes. For further description address the Glen Cove Machine Co. (Limited), 24 to 34 Clay street, Brooklyn, N. Y.

ATTENTION is called to the advertisement of the Longwood Land & Improvement Co., of Bedford City, Va., which appears in this issue. Few companies have more desirable properties to offer, either as an investment or for a home, to those who are looking towards the great southwestern

Already about \$4,000,000 have been invested in industries and buildings, and 1,500 men are now earning a livelihood in the town. The Bertha Zinc Co. has 625 men on its pay-roll. The Pulaski Iron Co. declared 14 per cent. dividend on its first ten months' operations. This week work began on a 150-ton iron furnace for the Peak Knob Iron Co., and President Kimball, of the Norfolk & Western Railroad, says work on the rolling mill will begin in 30 days. A large carriage factory has already begun operations. Both banks are doing a heavy business.

The town has five churches, costing from \$4,000 to \$8,000, and a narrow-gauge railway nine miles long leads to a 32-foot vein of coal which is being energetically mined. Other coal deposits lie immediately east and west of the town, while the largest bodies of the famed Cripple Creek iron ores, including nine-tenths of the limonite

sheds, signal boxes, telegraph poles, etc. In France there have recently come into use hollow iron frames and doors, which are said to be light and strong, and of far greater utility than could ever be assumed of wood. There is no reason, too, it is thought, why corrugated barrels of iron and steel should not be used for liquor, since milk and preserved fruit and other articles are kept in cans. Steel is finding much favor among carriage builders, but there is still much prejudice against the metal being used in the manufacture of furniture. The general adoption of steel sleepers is warmly advocated by some, as is also the employment of iron and steel in the construction of railway cars; and the erection of wooden sheds, signal boxes, etc., by railway companies, as at present, might, it is urged, be profitably and economically substituted with steel.—The Wood Worker.

The Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, April 30, 1890.

Very little has occurred during the past week to justify any modification of iron and steel quotations recently given, and nothing has transpired to modify opinions recently expressed as to future probabilities. Buyers are pursuing a conservative course, and makers of mill and furnace products are showing their faith in the future of the trade by refusing, excepting in isolated cases, to cut prices for late delivery. There is a general feeling in the iron trade that midsummer prices will be a little higher than those now prevailing. A careful investigation of the condition of stocks of crude and finished iron does not justify the expectations of some buyers that prices will continue on the down grade. Accumulations, particularly in crude irons, are moderate, and are either under the control of strong producing companies, or are in the hands of strong speculators who thoroughly understand the condition of the market and clearly foresee the future of the trade. It is safe to say that there will be very little iron offered during the next 30 or 60 days at bargain rates. The stronger companies in the South now see that there is nothing to be gained by cutting prices, and they are prepared, should an emergency arise, to restrict production rather than attempt to force sales by naming unremunerative prices.

Quotations in Northern markets for Northern irons are \$16, \$17 and \$18 respectively for forge, No. 2 and No. 1 foundry for average iron, but a good deal of No. 1 has been selling at \$18.50@19.00, and good No. 2 brings \$17.50. Inferior gray forge has sold a little under \$16, but very little good material can be had under that figure. Irregularity and feverishness is still observable in a good many Northern and Western markets. Buyers hardly know what to do, and, in their uncertainty, are purchasing in a hand-to-mouth way. In Western Pennsylvania neutral gray forge iron is selling at \$15.25@16.00; all ore iron, \$16.00@16.50; No. 1 foundry, \$17.75; Bessemer pig, \$18.00@18.50. Large sales have been made during the past few days in the Ohio River Valley markets. A good deal of coke iron has changed hands and prices are tending upwards. No. 3 gray forge has also sold in large blocks. The Chicago market is looking up; Lake Superior charcoal iron sold late last week at \$21.50; Southern No. 1 coke, \$17. In all Western markets finished iron, hardware, nails, barb-wire, sheets, plates and structural iron are selling freely, and all material entering into the manufacture of agricultural implements is stronger. The labor agitations have interfered with the placing of a great deal of business, but some authorities are now predicting that after next week a rush of buyers into the market will crowd prices up. It is no doubt safe to anticipate a sharp improvement in demand and some corresponding improvement in prices, but no pronounced advance is likely to take place. Louisville markets are quite active for crude irons, and the tendency of prices there is upward. A slight advance is reported at Chattanooga, and several large sales have been made at the improved figures. A number of large buyers have taken advantage of the recent low prices to cover for the summer.

Steel rail makers report a fair inquiry and moderate sales on a basis of \$34 in Eastern mills for small lots. For large blocks \$33 would be accepted. A better feeling prevails throughout the iron trade North and South, and now that the labor crisis is at hand, both makers and buyers anticipate speedy relief from all uncertainty.

Subscribe to the MANUFACTURERS' RECORD.

HARDWARE.

The demand for hardware is very light and the condition of trade unsatisfactory. Dealers are reducing stocks of goods in anticipation of lower prices in the near future. The decline in iron and steel as well as staples has had a depressing effect generally. It is probable that there will be some decided declines in prices by July 1, as the manufacturers are now rapidly accumulating stock on account of dearth of orders, and even at present large orders for immediate delivery could be placed at considerable concession in prices.

THE FORUM for May, edited by Loretta S. Metcalf, contains its usual assortment of essays by eminent writers on topics that are interesting the popular mind. The present number is unusually rich in its diversity of subjects, which is the highest commendation we can bestow on this valuable publication.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 21st day of May, 1890, for all the labor and materials required for the approaches to the U. S. Postoffice, Courthouse, &c., building at Manchester, New Hampshire, in accordance with the drawing and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 28th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 14th day of May, 1890, for all the labor and materials required to put in place complete all the copper work of skylight over postoffice working room and of ceiling over arcade in the United States Courthouse and Postoffice building at Pittsburgh, Pa., in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same; also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. April 21st, 1890.

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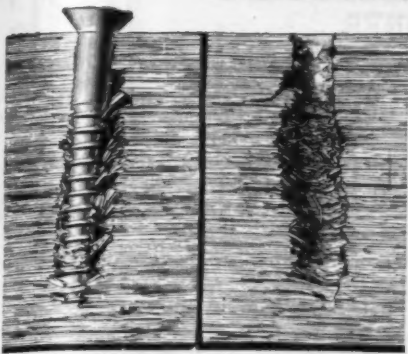
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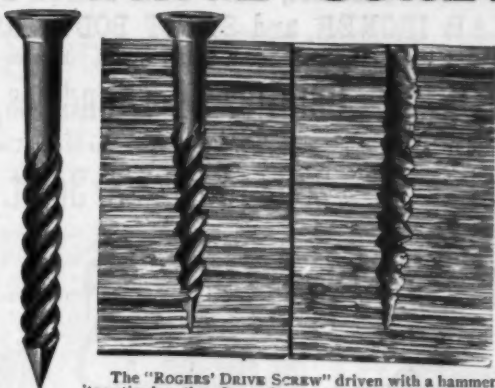
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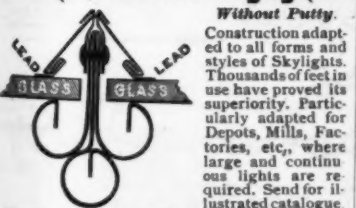
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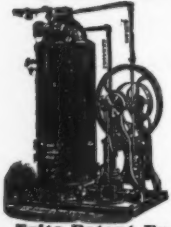
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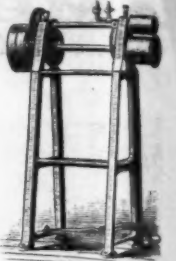
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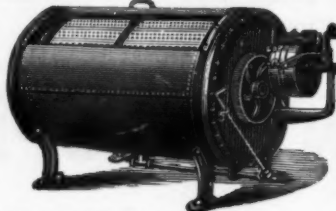
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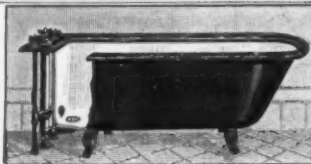


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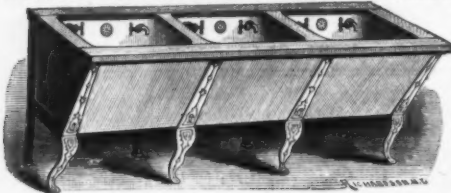
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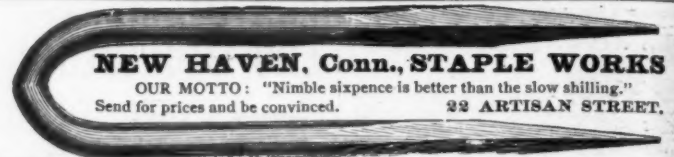
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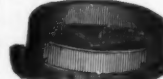
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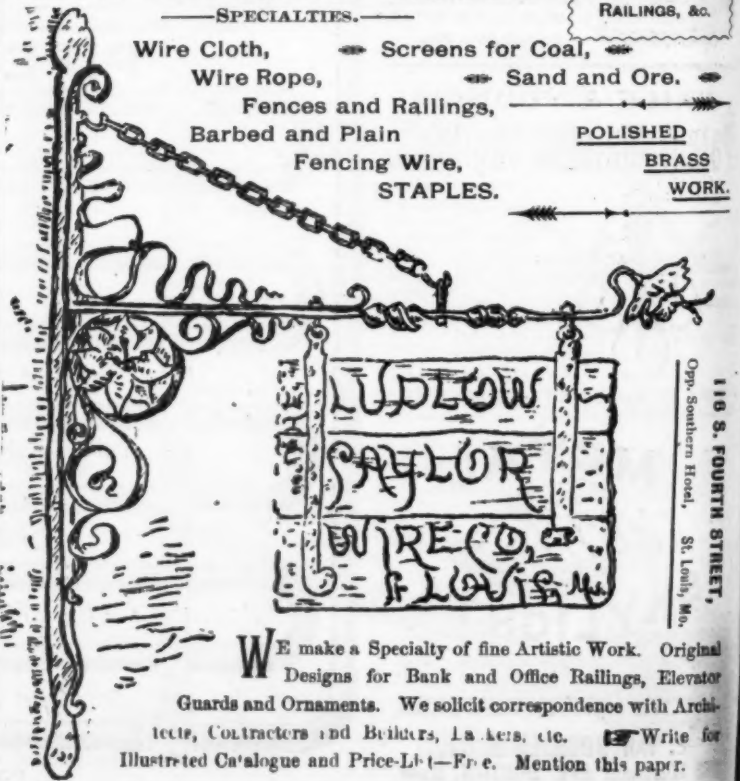


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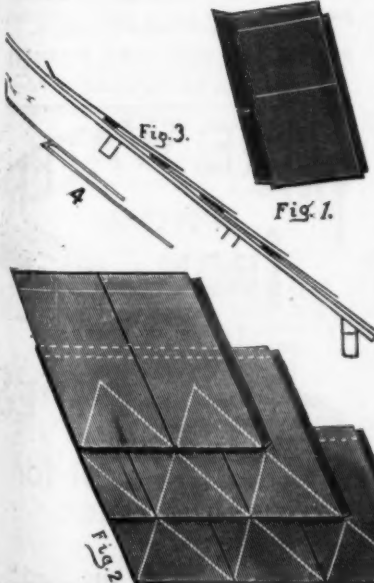


Fig. 1.—Underside view of the shingle, showing method of attaching the felt lining.

Fig. 2.—Section of roof.

Fig. 3.—Showing interlock of felt linings.

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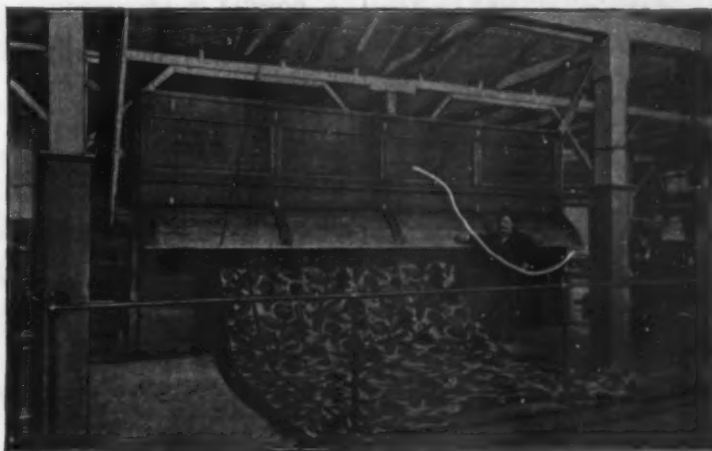
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Eastern Lumber Markets.

[Special Cor. MANUFACTURERS' RECORD.]

NEW YORK, April 29, 1890.

There is a good deal of talk about a scarcity of quartered oak in this market, and about the possibility of a very sharp advance in prices. The effect of it all has been to create a demand during the past week or two that would not otherwise exist; that is to say, large and small buyers have been buying much more than usual and stacking it up, and, in consequence, the wholesalers have been doing their best to obtain prompt deliveries of new supplies, and several very large contracts have lately been placed for summer shipment. There is a scarcity of wide stuff, especially. Strips are also in very active demand. Ash is in unusually active demand, and prices are looking up. Buyers, however, expect to get all the ash they want at old prices, or, at least, are not easily induced to pay the advance which a good many have been asking. Ash will probably share with oak, poplar and other hardwoods in the advancing tendency; its uses are multiplying and this is the best reason for asserting that it will command better prices.

We have very little new to say about walnut; for local demand prices are weak. Quick sales are being made of red birch. Maple and chestnut have done better than for some weeks. A good deal of cottonwood is also selling here. Selling prices for 1-inch cherry are \$82; quartered oak, \$52; 1-inch white ash, \$36; 1-inch poplar, 10 inches and over, \$32; 1-inch sap, \$26; culls, \$16. 1-inch walnut is worth \$95; rejects are hard to sell at \$50, but culls are wanted at \$35. Clear maple is worth about \$30; cottonwood, \$22; sycamore, \$24.

The hardwood market is improving in every way. The 1st of May is right on us, but we feel safe in saying that but little injury will be done to the trade in this city, although a good many laborers are inclined to strike. Most trades, as have been stated, however, have made terms with employers, and, unless they break faith, no suspension will take place.

The buyers for the railroad companies are now in the market for a good deal of stuff, but outsiders cannot obtain any definite information as to what they want or how much. They are close and silent buyers, and we can seldom learn what they are about until their business is placed.

Some of the white pine people who have been expecting great things of the export trade this year are much disappointed at recent developments. As usual, the only thing to be said with reference to yellow pine is that it is doing well and strong prices are the rule. When prices are cut there is always some special reason for it. The trade is in good hands and confidence is maintained on both sides. Good business methods are followed, and there is no wild offering of stocks at any price which buyers may see fit to offer. A good deal of North Carolina stuff is coming in, and full prices are paid for all dressed lumber. Every yard is trying to carry some stock.

Eastern spruce is strong and buyers are seeking sellers. The hemlock people are having things their own way this year for the first time, and we seldom hear of a large sale of hemlock at anything less than quoted rates. A good deal of lath and shingle stock is arriving and being held for demand a little later on. The manufacturers of sash, doors and blinds are doing a good business, and for the first time in years are getting what they regard as good prices.

The lumber situation, boiled down, is simply this: We are selling more lumber than usual, and at better prices. There is less competition, less cutting, less dissatisfaction, and every one legitimately connected with the trade is doing more business and has better prospects than ever

before for increasing trade on a permanent basis. The labor agitator has been the bugbear for months, but so far we have escaped with much less inconvenience than was thought possible at the opening of the year.

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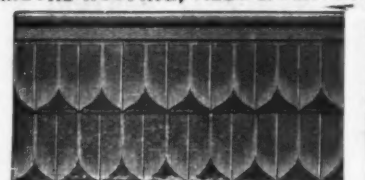
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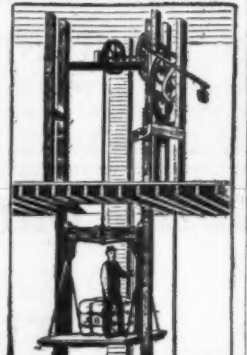


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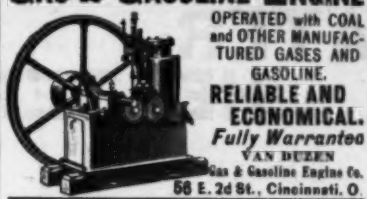
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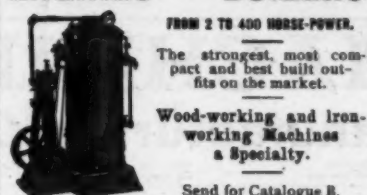
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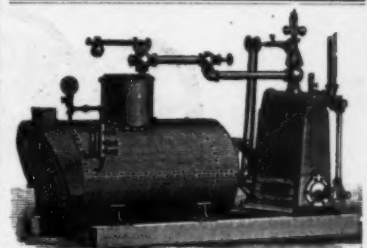
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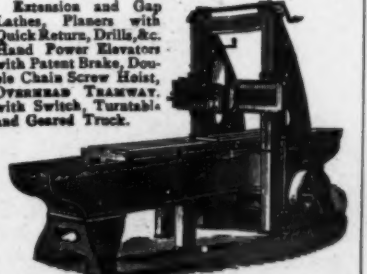
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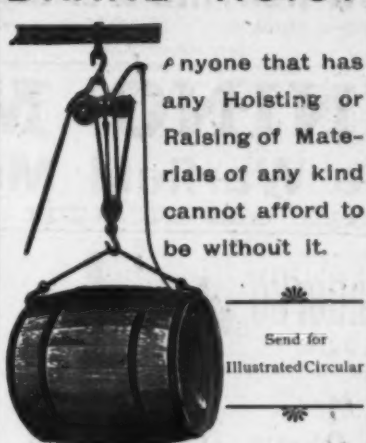
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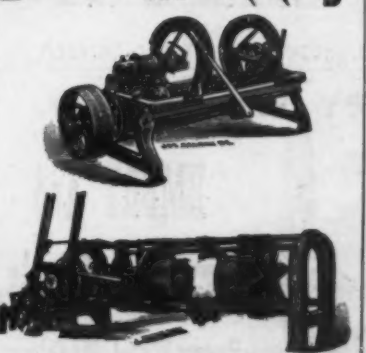
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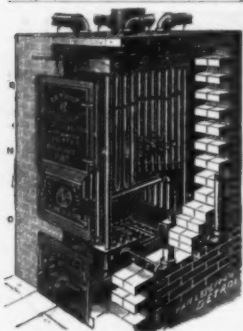
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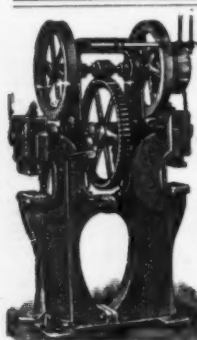
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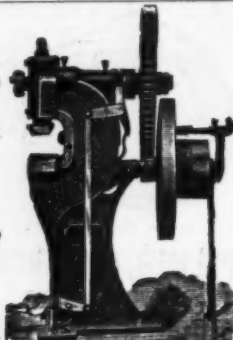
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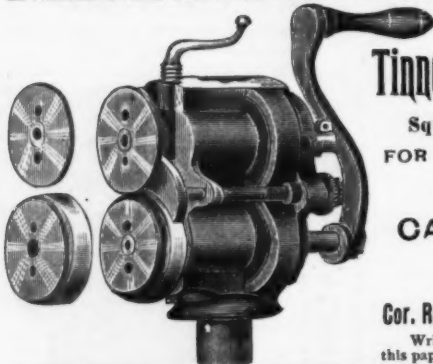
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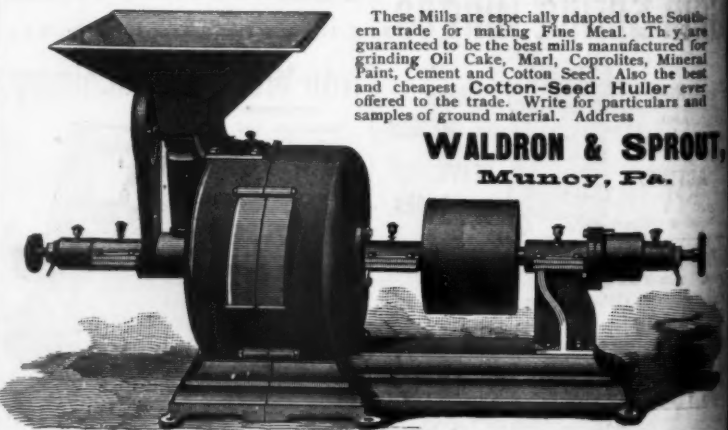
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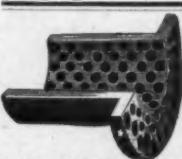
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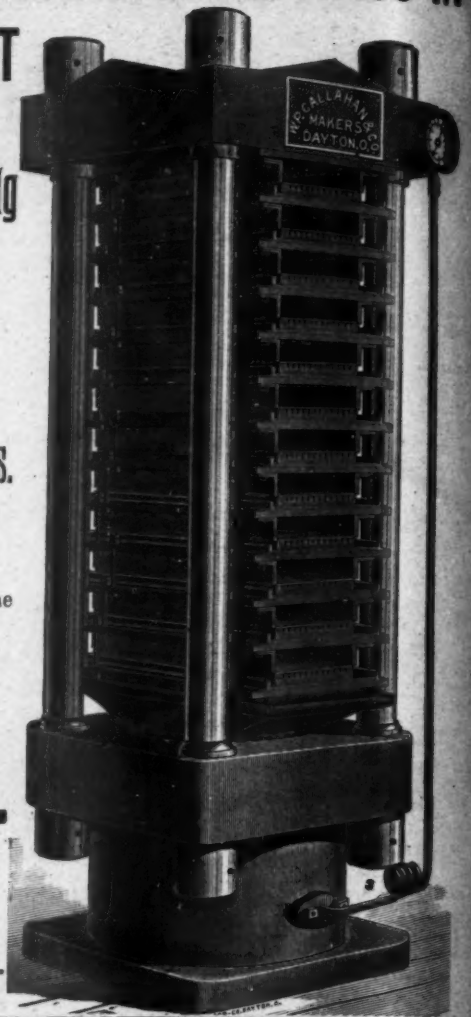
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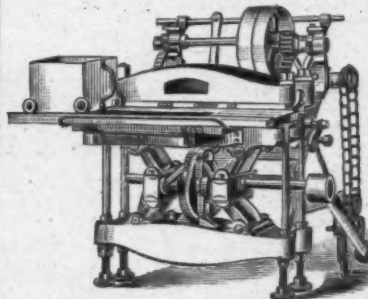


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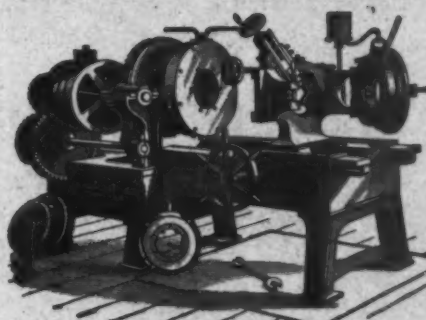
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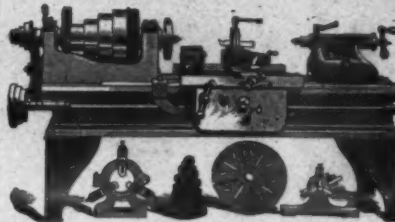
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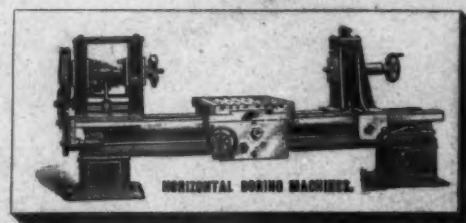
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